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# ANNUAL REPORT

OF THE

New York (State) Dept.  
= Superintendent of Public Works 9

ON THE

## CANALS OF THE STATE

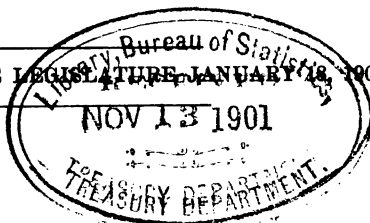
FOR THE

YEAR ENDED SEPTEMBER 30, 1900,

And on the Trade and Tonnage of the Canals for the  
Year 1900.

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TRANSMITTED TO THE LEGISLATURE JANUARY 18, 1901.



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# STATE OF NEW YORK

No. 29.

## IN ASSEMBLY,

JANUARY 18, 1901.

### ANNUAL REPORT

OF THE

### Superintendent of Public Works.

STATE OF NEW YORK:

OFFICE OF THE SUPERINTENDENT OF PUBLIC WORKS,

ALBANY, N. Y., *January 18, 1901.*

*To the Honorable the President of the Senate:*

SIR.—In compliance with the requirements of the statute, I have the honor to submit to the Legislature the annual financial report of this Department for the fiscal year ended September 30, 1900, covering the disbursements for ordinary repairs and operating expenses; also a report of the trade and tonnage of the canals of the State during the season of navigation of 1900; also a report of their condition and the work of improvement connected therewith, under special appropriations, in progress or completed during the year ended December 31, 1900, and the expenditures on account thereof.

JOHN N. PARTRIDGE,

*Superintendent of Public Works.*

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EX.

# REPORT.

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OFFICE OF THE SUPERINTENDENT OF PUBLIC WORKS,  
ALBANY, *January 18, 1901.*

*To the Honorable the Legislature of the State of New York:*

I have the honor to submit herewith the report as required by statute of the condition of the canals, the improvement and repairs made during the past year, amount of money received and expended; also a statement of the trade and tonnage during the season of navigation.

## **CONDITION.**

The physical condition of the canals of the State has been constantly improving since the work under the general improvement act was discontinued in the spring of 1898. During the past year a large amount of work was carefully planned and has been well executed upon the banks and structures of the canals and upon the reservoirs, dams and feeders tributary thereto. The conditions, as set forth in reports made to me by the general inspector and the assistant superintendents of the three divisions, have been verified by a personal inspection of all the canals for their entire length, and of nearly all of the reservoirs and feeders, and my conclusions are that not in many years have they been in as good and safe a condition as they are in to-day.

## **REPAIRS.**

In anticipation of more extensive repairs than usual, important additions to the equipment of the Department were made early in the year in the way of stone-crushers, gravel boats, pile-

drivers, derricks, steam-hoisters, etc. In consequence of this, it was possible to do a large amount of repair work with the Department forces which otherwise necessarily must have been done under contract. I believe the work thus accomplished was better done and at somewhat less cost than it would have been by contract. Under this plan, well-organized and properly-equipped gangs of laborers under experienced foremen are kept employed throughout the navigation season, and are ready to be quickly concentrated at any point in case of an unexpected leak or break, and thus the delay to navigation resulting from such accidents is less than it would be if forces had to be collected and organized after an accident occurred.

#### **GROUTING OF MASONRY STRUCTURES.**

One of the problems with which this Department has had to contend for many years has been how to prolong the usefulness of masonry structures and walls which, because of age and the severe climatic changes, were rapidly going to decay. In the case of many structures such as I have described the problem has been solved by a replacing with new. This plan necessarily has proved a very expensive one, and with the increase of the number of such structures, which time has necessarily brought about, it could not well be followed in all cases. During the first year of my administration, the experiment of repairing masonry structures and walls which were in bad condition, but whose alignment had not been particularly disturbed, by filling the same with grout through the use of force pumps and otherwise, was made at the suggestion of the general inspector, J. Nelson Tubbs. These experiments were found so satisfactory in a general way that the plan has been followed the past year on a much larger scale and with equal satisfaction.

A few locks have been rebuilt within a few years. A large number of those which have not been are in a condition requiring immediate attention. The process of disintegration of the cement forming the joints has proceeded so far that water has found its way into the rear of the lock-walls, and the heaving of the stone has followed with the coming of every winter and spring. In very many cases the heaving of the stone was so great as to call for immediate remedy in order that boats might be locked through. The remedy applied was the clipping off of the face of the walls, thus permitting the passage of boats, and this process followed successively for many years has resulted in the almost total destruction of much of the stone composing the face wall. The cost to rebuild these locks would be from \$18,000 to \$20,000 each. The cost of making repairs by means of grout filling, the plan I have described and now in vogue, averages from \$1,500 to \$2,500 per lock. By the use of a force pump the Department has been able to force grout, in some cases, a distance of sixty feet into masonry. Several structures found in a dilapidated condition have been secured and placed in such condition that they will serve for many years the purpose for which they were originally constructed. The plan has been found so satisfactory both from the point of its efficiency, as well as from the standpoint of economy, that I believe it can be continued on all the canals on a large scale with great benefit to canal interests and with large saving to the State.

The importance of any plan which will materially prolong the life of such costly structures and postpone for many years the time when they must be replaced with new structures may be realized when it is recalled that the locks alone, exclusive of other masonry structures, number nearly two hundred and forty.

The repairs during the year to the canal banks and structures included the grading of about one hundred and thirty miles of towing path, of which some eighty-six miles was raised and gravelled; the rebuilding of a large number of aqueducts, waste-weirs, vertical and slope walls, bridge abutments, dams and other structures; and the repainting of all locks and lock-houses, and a large number of iron and wooden bridges. It was contemplated that a considerable part of this work would be done under the general improvement plan, act Chapter 79 of the Laws of 1895, but was omitted because of lack of funds. All repairs have been carried on under the direction of the general inspector, Mr. J. Nelson Tubbs, to whose report, appended hereto, I respectfully refer for details.

#### FINANCIAL.

The expenditures for the maintenance and ordinary repair of the canals, and the collection and compiling of statistics for the year ended Sep-

tember 30, 1900, were.....	\$959,896 63
Like expenditures for the year 1899 were.....	867,148 41

The increase in the expenditures for the year ended September 30, 1900, was due to the operation of the eight-hour law, Chapter 567, Laws of 1899, which largely increased the pay-rolls, especially for lock and bridge tending.

A statement of expenditures out of the appropriations for extraordinary repairs shows:

#### *Chapter 208, Laws of 1899.*

On January 1, 1900, the unexpended balance was.	\$207,304 29
Expended for repairs and set aside for engineering	195,621 54
Leaving balance December 31, 1900.....	<u><u>\$6,682 75</u></u>



*Chapter 311, Laws of 1900.*

Appropriation .....	\$350,000 00
Expended for repairs and set aside for engineering.	151,336 72
<hr/>	
Leaving balance December 31, 1900.....	\$198,663 28
<hr/>	

**SPECIAL APPROPRIATIONS.**

A large number of special appropriations are made annually and the work thereunder is in most cases required to be done under the direction of the Superintendent of Public Works. Under these special acts there were eighteen unfinished contracts on January 1, 1900, all of which have since been completed. The appropriations therefor amounted to \$229,127.88, and the work was completed for the sum of \$184,293.52, exclusive of the cost of engineering.

There were fifty-eight pieces of public work, authorized by special appropriation, inaugurated during the year, thirty-three of which were placed under contract and twenty-five were progressed by state forces. Of the former three have been completed at a cost of \$9,976.18, the appropriations therefor being \$10,996.13, and thirty have been progressed but not yet completed; the appropriations for which were \$606,426.89, and the contracts were awarded for \$458,522.45. Of the latter twenty-one have been completed at a cost of \$40,837.34 as against appropriations amounting to \$45,548.56; and four have been progressed but not completed.

**TRADE AND TONNAGE.**

The total tonnage for 1900 was 3,345,941 tons as against 3,686,051 tons for the previous year, showing a falling off of 340,110 tons. Of the total freight carried 2,115,151 tons went eastward and 1,230,790 tons westward. There were 1,362,550 tons of

through and 1,983,391 tons of way freight. Of the through freight 857,607 tons went eastward and 504,943 tons westward, and of the way freight 1,257,544 tons went eastward and 725,847 tons westward.

The fact that of the total decrease 307,058 tons was in the through freight east and that the remaining decrease was less than 24,000 tons leads to the conclusion that the decrease in traffic was largely attributable to a rate war which at that time was in progress between shippers and boatmen, and boats were tied up for a long time in Buffalo awaiting higher rates.

Another cause of the falling off in tonnage was probably the unusually late opening of lake navigation, viz.: April 23d.

A third cause was the strike in the coal regions which materially reduced coal shipments, particularly on the Champlain canal.

Still another cause, and one which is worthy of thoughtful consideration at your hands, is that a large number of boats, because of their dilapidated condition, had to go out of commission and owing to the unsettled policy of the state regarding the future of the canals, to which allusion will be made hereafter, there were few new boats to take their places.

#### ENCROACHMENTS AND PERMITS.

The system which had grown with the canals whereby individuals sought to enjoy, and in too many cases did enjoy, special privileges from the State without so much as saying "by your leave" is one which it seemed to me should be discouraged. Chapter 338 of the Laws of 1894, being the general canal law, provides a way in which individuals may secure privileges from the State where proper and where the interests of the State would not be adversely affected thereby. Certain privileges the Superintendent of Public Works has it in his authority to grant. Certain other

privileges may only be granted by the Canal Board. Without going so far as to interfere in the cases of persons possessing themselves of privileges without authority where such action is not seriously detrimental to the State, I have insisted upon the removal of many encroachments upon State land of an objectionable character; and in other cases have required persons so encroaching to secure proper authority as precedent to a continuance of the enjoyment of the privileges. In other cases where the rights of the State have been ignored and the erection of structures on State land for private use has been begun, an order for the summary removal of the obstruction has been given and enforced. The policy of the Department as regards this subject has now come to be so well known that few persons attempt trespass. One other effect has been an increase in the number of applications in proper form to the proper authorities for the granting of special privileges. I may add that the Superintendent, and the Canal Board, which has sole authority in certain cases, have not been slow to grant permits whereby in so doing the interests of the public at large might be conserved and the interests of the State not suffer in consequence.

#### **FORESTPORT BREAKS.**

In my last report reference was made to the disastrous breaks in the Forestport feeder in the years 1897, 1898 and 1899, the repairs of which cost \$62,781.78, \$50,764.47 and \$17,089.72 respectively, or a total \$130,635.97. It was generally believed that the breaks were not the result of natural causes, but rather of malicious mischief.

After laying before Governor Roosevelt and the Attorney-General such information as I had, and obtaining the approval of the Governor, I placed such facts and clues as were in my possession

in the hands of the Pinkerton National Detective Agency, with instructions to follow them up and if possible apprehend the guilty parties. This was a difficult task, some fifteen or twenty men being under suspicion, and located at different points; one of the suspects being traced to Michigan and brought back to this State through extradition proceedings.

Our efforts resulted in the indictment of thirteen persons by the grand jury of Oneida county. The first case was called for trial at Rome on April 9th. Richard Manahan, hotel keeper, was the defendant. The trial lasted an entire week and a large number of witnesses were summoned. The jury, after deliberating several hours, was unable to agree. A second trial followed, lasting a week. The jury found Manahan guilty and the court sentenced him to Auburn prison for a term of four years. William Clark, livery stable keeper, was the next to be tried, and was convicted and sentenced to Auburn prison for three years. Walter Bynon and John Conley, both saloon keepers, pleaded guilty and were sentenced to Auburn prison for one year each. Frank Bassett pleaded guilty and was sentenced to one year in Auburn prison. Charles O'Connor, hotel keeper, pleaded guilty and was fined the sum of \$500. Cornelius Breen, saloon keeper, pleaded guilty, and was fined the sum of \$300. Michael Donovan pleaded guilty, and was fined the sum of \$200. All the above fines were paid.

The last four named were implicated in the 1899 break. The district attorney consented that a fine be imposed on each of these parties; making an exception in the case of Frank Bassett because he was at the time of the break employed by the State as lock-tender.

John Root and John Fardett were indicted January 12, 1900, for complicity in the break of 1898. Both were used as witnesses

for the State, having been confined in the Rome jail from January 8 and 14, 1900, respectively, to November 26, 1900, when they were released upon their own recognizance.

Against the remaining three there was no evidence except that of those who made confessions. As the statute does not permit a conviction upon the evidence of a conspirator or of a person jointly guilty of the crime, the indictments against them, upon the motion of the district attorney, were dismissed.

Unfortunately for the State there has long existed a class of individuals, not confined to any one locality, who have failed to recognize that the State has the same rights in her property as have individuals in theirs, and which they are bound to respect. There are good grounds for hoping that the results of the efforts of this Department in co-operation with the penal authorities in these Forestport cases are such as will appear a helpful object lesson to malicious persons, to the benefit of the State and to the greater safety of her communities.

#### TONNAGE ON BLACK RIVER CANAL.

On the occasion of a tour over the Black River canal my attention was attracted to the very small number of boats navigating between Lyons Falls, the northern terminus of this canal, and Boonville. I have since gathered statistics relating to traffic and tonnage on this stretch of canal for the season just ended, and they are presented herewith:

Total number of cargoes northbound from Boonville.....	113
Total number of cargoes southbound from Lyons Falls...	32
Total number of rafts southbound from Lyons Falls, 2.	
Total craft .....	145

	Tons.
Tonnage of northbound boats .....	7,957
Tonnage of southbound boats, including rafts.....	7,703
Giving a total of.....	<u>15,660</u>

I have been led to compare these figures with those representing the total expenditures for maintenance, operation and repair during the fiscal year of 1900 on this stretch of canal which constitutes section No. 2, Black river. These expenditures were \$15,639.74. Thus, strictly speaking, the moving of 15,660 tons of freight between the two terminals of the section cost the State \$15,639.74, which is about one dollar per ton. The average rate per ton by boat between Lyons Falls and Boonville is thirty cents. The rate by rail on carload lots is \$1.20 and on broken lots \$1.60; in other words, the cost to the State per ton for moving freight between Lyons Falls and Boonville plus the rate charged by boatmen about equals the rail rate. I present these facts and figures without further suggestion than their comparisons will make to you, leaving it to your honorable body to say what, if any, remedy ought and shall be applied.

#### RECOMMENDATIONS.

Since the policy of the State as concerns the future of her canal system is yet undetermined I earnestly recommend an appropriation of \$350,000 as has been the custom for several years, to be expended in making the extraordinary repairs and improvements to the canals and their structures pointed out by the general inspector in his report, and in the reports of the assistant superintendents, submitted herewith, as necessary to be done.

In calling attention to the decrease in canal tonnage the past season in comparison with that of the previous season, I have

assigned as one of the reasons therefor the lack of boats, resulting from the abandonment of old boats and the failure to replace them with new. I revert to this subject once more since this condition is emphatically the direct result of the unsettled policy of the State so far as the future of the canals is concerned. Capital, which otherwise might seek investment in traffic equipment, seeks other channels and will continue so to do until it has been determined whether the State's waterways are to be improved along the lines inaugurated in 1895, enlarged along the lines suggested to you by special committees, left to struggle as best they may with conditions which have for a long time and still obtain, or abandoned all together. It is this that renders it vitally urgent that the State shall, with as little delay as possible, take up this question as to her policy regarding the canals and after considering broadly all the determining factors in connection therewith, fix upon a plan which shall be final.

In my report of last year among other recommendations I suggested the repeal of so much of Chapter 935 of the Laws of 1896 as tends to prohibit the formation of canal transportation companies with a capital in excess of \$50,000. Bills looking to the carrying out of this suggestion were introduced in each house. I regret to say they failed of passage. It has been explained to me, however, that this was due to misunderstanding, since there developed no opposition, at least of a public character. In calling attention to this subject last year I expressed the belief that as such legislation would make possible the organization of companies owning and controlling both lake and canal boats, as well as transfer elevators in Buffalo and New York, and as more boats would be built and more men, who would receive stated wages instead of uncertain earnings, would be required

to handle them, such legislation would not be against the interests of boatmen. I am still of this opinion and therefore again earnestly urge the repeal of the said provision of law.

I submit herewith the reports of the general inspector, assistant superintendents and section superintendents and inspectors of steam vessels and boilers; also tabular statements of all contracts let under the several funds authorized by the Legislature, of the details of the trade and tonnage of the canals, and of other statistics relating to the business of this Department.

In closing it is a duty and pleasure to make public acknowledgment of the loyal and energetic manner in which all those associated with me in the administration of this Department have performed their prescribed duties.

I am very respectfully,

JOHN N. PARTRIDGE,

*Superintendent of Public Works.*



OFFICE OF THE GENERAL INSPECTOR OF THE DEPARTMENT  
OF PUBLIC WORKS.ROCHESTER, N. Y., *January 1, 1901.*HON. JOHN N. PARTRIDGE, *Superintendent of Public Works:*

DEAR SIR.—In compliance with your request, I herewith submit a report relating to the condition of the canals and their structures, and also to the principal extraordinary repairs and improvements completed during the year 1900, and I also suggest certain improvements as necessary to be made during the present closed season.

## CONDITION.

The physical condition of the various canals has been improving steadily since the conclusion of the work under the so-called general improvement. Extensive leakage, which was the result of the incomplete condition in which said improvement was left, has been measurably checked; side ditches have been extensively opened for the drainage of water from lands adjacent to the canal, devoted to agriculture. Unfinished towing-path walls have been raised, the top of the towing path has been extensively graded with road scrapers and compacted with heavy road rollers, and a top dressing of excellent gravel placed thereon, and I believe the towing path has never been in so good condition since the original enlargement as it is to-day, although a large amount of this kind of work yet remains to be done.

## EXTRAORDINARY REPAIRS.

The following is a summary of the work which has been done during the year 1900, on the various canals, and principally paid for from the extraordinary repair funds:

Eastern Division work done by the Assistant Superintendent of Public Works:

Repairs were made to waste-weirs Nos. 3 and 4.

Five spans of the upper Mohawk aqueduct were rebuilt except for the furnishing of steel trusses.

The berme abutment of bridge 65 was rebuilt.

Wing walls and bulkhead to waste-weir No. 7 were rebuilt.

Schoharie Creek feeder bulkhead was repaired.

Repairs were made to the spillway at head of lock No. 36.

Locks Nos. 6, 7 and 16 on the Champlain canal were repaired by grouting.

Forty feet of the upper end of lock No. 11, Champlain canal, was rebuilt.

The wing walls at the lower end of lock No. 14, Champlain canal, were rebuilt.

The inside toe of the vertical wall at the slide bank on the Five Mile level of Champlain canal was repointed and concreted.

Waster-weir at lock No. 15 on the Champlain canal was repaired.

The berme abutment of third bridge north of lock No. 20 on Champlain canal was rebuilt.

The Champlain canal has been deepened by dredging at various places where most needed.

All bridges, locks, and lock-houses on the division have been painted; also all the structures have been numbered.

Repairs were made to Troy dam.

Repairs and improvements were made to Tree dam on section No. 3, Champlain canal.

The towing path on the entire division has been graded by use of road machines.

About twenty miles of the towing path on the Erie canal has been raised by grading and graveling.

About twenty miles of towing path on the Champlain canal has been raised by grading and graveling.

Work has been done by contract on Eastern Division, but paid for from extraordinary repair fund as follows:

Five steel trusses for the Erie canal aqueduct at Rexford Flats were built and erected.

One end of the stone arch feeder culvert at Rexford Flats was rebuilt.

Wilburs Basin waste-weir on Champlain canal was rebuilt.

Waste-weir and spillways on Champlain canal at Mechanicville were rebuilt.

Waste-weir No. 12, Champlain canal, north of Fort Miller rebuilt.

Structural work and the operating machinery required for one quadrant pontoon lock gate for lock No. 1, Champlain canal, at Cohoes was secured.

Berne abutments of bridges Nos. 39 and 40, Erie canal, were rebuilt.

Berne abutment of bridge No. 167, about nine miles east of Utica, Erie canal, was rebuilt.

Berne abutment of bridge No. 103 near Dunham's basin, Champlain canal, rebuilt.

The following work was done by department forces during the year 1900, and paid for out of special appropriations:

Cleaning Indian lake reservoir, chapter 210, Laws of 1900.

Repairs to State road, town of Colton, St. Lawrence county, chapter 420, Laws of 1900.

Repairing highway along the Oswegatchie river, chapter 417, Laws of 1900.

Repairs to highway on the St. Regis Indian Reservation, chapter 419, Laws of 1900.

Improving and changing channel of stream in town of Makating, Sullivan county, chapter 388, Laws of 1900.

#### *Middle Division.*

The following is a statement of work done on the Middle Division by department forces, under direction of the Assistant Superintendent of Public Works:

#### *Erie Canal and Madison County Reservoirs.*

The south parapet wall of culvert No. 73, at Port Byron rebuilt.  
Centerport aqueduct trunk east of Port Byron rebuilt.

A shipping dock on Camillus feeder, in the village of Camillus, was constructed.

Jordan aqueduct trunk was rebuilt.

Vertical walls on one mile level, opposite Syracuse Malting Co.'s plant, were rebuilt.

The old culvert at Whitesboro repaired.

Old culvert at Hotel street, Utica, repaired.

Bulls waste-weir improved by lowering the discharge gates, so that water may be drawn down to new canal bottom.

Vertical walls on berme bank east of Centerport aqueduct repaired.

Three spans of timber trunk of Richmond aqueduct were rebuilt.

The outlet of Whittles Creek culvert, east of Rome, improved.

Four hundred lineal feet of docking constructed with back filling and of vertical walls, at Weedsport, raised.

Triple lap sheet piling for a distance of 4,451 lineal feet in the east bank of Orville feeder driven to prevent leakage.

Walls of towing path between Utica and Syracuse, at various points, for a distance of 35 miles, graded, gravelled and raised, the amount of gravel used being 15,277 cubic yards.

The towing path widened and graveled west of Jordan.

Extensive ditching was done at foot of embankments to drain adjacent lands.

Channels were cleaned out, feeders were bottomed out, bridges over same were repaired.

That portion of the old Chenango canal used as a feeder from reservoirs was cleaned out.

Eaton reservoir and dam were repaired.

Repairs to Erieville reservoir of a general character were made.

General repairs to DeRuyter reservoir were made.

Repairs were made to Chenango river dam and the bridges over the feeder; also deposits were cleaned out from feeder.

Nearly all the bridges, lock houses, and superstructures of locks on the Erie canal have been painted.

Foundations were concreted and walls pointed of lock No. 102, at Lyons Falls.

The foundations of locks Nos. 2, 7, 11, 12, 52 and 70, Black River canal were also repaired; side walls were grouted and pointed.

Towing path bank near lock No. 65, Black River canal, was strengthened by loading with stone and gravel.

Side walls of locks Nos. 45, 46 and 58, Black River canal, were trimmed off and pointed.

Stone for general use on the division during the winter was crushed and delivered.

The overflow from North Lake has been protected and secured by construction of concrete walls and stone paving.

A new spillway was constructed for South Lake and the highway adjacent to the shore thereof was raised.

The outlet of Canachagala Lake was improved by deepening of channel and protecting sides thereof with docking.

Spillway of Twin Lake has been rebuilt.

The culvert under the highway bridge near Twin Lake has been enlarged to increase the facility for discharging water therefrom.

Extensive repairs have been made to the old dredge used on the Black River below lock No. 102.

New covering has been furnished for feed water sluices around lock No. 2 at Rome.

Repairs to high dam across the Oswego river have been made, and also the timber protection piers at same.

Walls and docking on the Cayuga and Seneca canal, at Geneva, have been repaired by driving piles and otherwise.

The chamber of lock No. 4 in Seneca Falls has been relined.

General repairs have been made to lock No. 5, Cayuga and Seneca canal, in Seneca Falls.

#### WORK DONE BY CONTRACT.

The following work done by contract on the Middle Division has been paid for from extraordinary repair fund:

Slide bank in marl section at Warners, Erie canal, has been repaired.

Locks Nos. 47 and 64, Black River canal, have been rebuilt.

## WORK UNDER SPECIAL APPROPRIATIONS.

Work has been done by department forces and paid for out of special appropriations, as follows:

The highway north of the channel of Moose and Black rivers, in Lewis county, chapter 419, Laws of 1900, has been raised.

The work on the bridge and roadway over the inlet to Otisco Lake, chapter 387, Laws of 1900, and chapter 417, Laws of 1900, has been completed.

Pier and sea wall at foot of Owasco lake, chapter 419, Laws of 1900, have been repaired.

Dykes along the channel of that portion of Limestone creek which lies above the dam, at Fayetteville, chapter 419, Laws of 1900, have been built.

The channel has been cleaned out and bulkhead repaired on Cazenovia feeder under chapter 437, Laws of 1900

The roads on Onondaga Indian Reservation have been repaired and improved, chapter 419, Laws of 1900.

*Western Division.*

Retaining wall at approach to Elk Street bridge over the Ohio Basin slip, Buffalo, rebuilt.

Ditch at the foot of embankment one-half mile west of culvert No. 1 constructed.

Tile drain from foot of embankment to N. Y. C. R. R. east of bridge No. 58 laid.

Stone debris from culvert No. 71 cleaned out.

North end of culvert No. 55 rebuilt.

Bulkhead to Adams Basin stop gate rebuilt.

Abutment at bridge No. 50 reinforced.

Abutment of Brockport lift bridge and the adjacent vertical walls secured by piling and by buttress wall of concrete.

Two hundred lineal feet dry vertical wall at Brockport rebuilt.

Upper portion of slope walls from Lyell avenue to Lexington avenue, Rochester, a distance of 6,000 feet, rebuilt.

Upper one-half of slope walls from culvert No. 36, 1,400 feet westerly, rebuilt.

North end of double arch culvert No. 71 at Brockville rebuilt.

A portion of dive culvert No. 69 at Hulberton stripped and recovered.

Double arch culvert No. 71 at Brockville recovered with concrete.

Berne abutment of Albion Swing bridge underpinned with concrete.

Concrete bulkhead, with three Ludlow sluice gates in the flume, which extends from the lower level at Lockport to Eighteen-Mile creek, constructed for the purpose of securing the canal at that point and controlling the discharge of water therefrom.

Rebuilding wing walls, constructing cut-off walls, and concreting the foundation to Holley Waste-weir No. 15.

Repairing and securing the long masonry spillway and waste-weir upon the old canal at Holley.

About 400 lineal feet of dry vertical wall east of Albion rebuilt.

About 800 feet of dry vertical wall in Medina rebuilt.

About 600 feet dry vertical wall east of Sulphur Spring guard lock rebuilt.

Covering double arch culvert No. 95 with burlap and clay puddle and rebuilding slope walls thereat.

Three hundred and sixty feet pile and timber docking between Black River guard lock and Hamilton street bridge, Buffalo, constructed.

Seven wrecked and sunken boats from prism of canal removed.

Improving the sawing machinery at the Western Division shop, Rochester.

Construction of tug boat for general towing, wrecking and breaking ice.

Grading 56 miles of towing path and spoil banks and graveling 14 miles of towpath so graded.

New ditch from culvert No. 5 to Clyde river, together with highway culvert, constructed.

Dive culvert No. 13 and ditch leading therefrom to N. Y. C. R. R. cleaned out.

Constructing concrete supporting arches, facing bench walls, center pier and wing walls with concrete, rebuilding south parapet wall and excavating rock channel for 300 feet below double arch culvert No. 95, generally known as Fish Creek culvert.

Seven hundred and twenty-five feet of vertical timber docking upon piling west of the Sulphur Spring guard lock constructed.

Riprapping at various points the berme bank between Tonawanda and Black Rock.

Sidewalk upon the Lock Berlin bridge No. 9 and the approaches thereof constructed.

Wrought iron bridge formerly at South Clinton street, Rochester, re-erected at bridge No. 124 near Albion.

Six hundred feet of the pier wall dividing the Erie canal from the Black Rock harbor at Buffalo rebuilt.

The masonry of the Bird Island pier repaired.

Lock houses on Western Division repainted.

Thirty-three bridges on section No. 8, 44 bridges on section No. 9, 23 bridges on section No. 10, 23 bridges on section No. 11, and weigh-lock building, Rochester, painted.

Boulders placed to mark location of culverts and numbers painted upon all mechanical structures upon the Western Division.

New sheds for lumber and tool storage at Palmyra and Lockport State yards, constructed.

Purchase of stone crushing plant complete, and two large gravel scows, construction of one ordinary and one small size repair scows. Construction of three light pile drivers.

About 3,000 cubic yards crushed stone for rebuilding vertical walls and repairs to structures during coming winter, crushed and delivered.

About 4,500 cubic yards stone for use during closed season delivered for rebuilding vertical and slope walls.

Parapet and wing walls at south end of culvert No. 47, rebuilt.

Protecting high embankment west of Rochester by digging ditches diagonally down the face thereof and filling same with stone.



New superstructures for bridges No. 136 and 141 with steel lower chords, reconstructed.

The abutments of bridges Nos. 132, 147, 154, 160, reconstructed to receive new steel superstructures.

Culvert No. 37 at Brighton concreted, and cut-off walls inserted.

The following work was done by contract and paid for from extraordinary repair fund:

New cast iron pipe culvert No. 31, at Pittsford.

New high vertical retaining wall north of Court street, on South St., Paul street, Rochester, constructed.

New cast iron pipe culvert No. 59, west of Brockport, constructed.

Waste-weir No. 17, at Brockville, reconstructed.

The following work was done by department forces and paid for out of special appropriations:

A ditch from culvert No. 13, Erie canal, to village of Pilgrimsport, including highway culvert at Lock Berlin, rebuilt, for the purpose of draining a section of abandoned canal, chapter 419, Laws of 1900.

The improvement of, by grading and graveling the highways upon the Cattaraugus Indian Reservation in the towns of Salamanca, Red House, Cold Spring, Elko, South Valley, Great Valley, Carrollton and Allegany, and upon the Allegany Indian Reservation in the town of Perrysburg, chapter 419, Laws of 1900.

Repairing dam and bulkhead at the head of the feeder leading from Allens creek to the Erie canal along the bed of the old Genesee Valley canal, and cleaning out the said feeder for about three miles north of Scottsville; chapter 419, Laws of 1900.

The improvement of, by grading, graveling, and constructing sluices, the Akron Road so-called upon the Tonawanda Indian Reservation; chapter 420, Laws of 1900.

The improvement of the channels of Beamans, Gott and Ransom creeks by clearing out debris and deepening and widening said channels for a distance of 8 miles in the town of Clarence and Amherst, in Erie county, chapter 442, Laws of 1900.

The repair and improvement of the State bridge over Cattaraugus creek at Irving, Cattaraugus county, chapter 420, laws of 1900.

The reconstruction of a drain from culvert No. 105 to Main street, in the village of Middleport, chapter 425, Laws of 1900.

The improvement of the outlet from the spillway at Cuba reservoir by widening and deepening the channel thereof, and erecting an iron highway bridge over such widened channel, chapter 420, Laws of 1900.

The construction of a bridge over creek from the waste-weir at Cartersville, chapter 569, Laws of 1899.

#### LEAKS AND BREAKS IN THE CANAL CAUSING DETENTION TO NAVIGATION, DURING THE YEAR 1900.

##### *Erie Canal, Eastern Division.*

On Friday, April 27th, a leak occurred through the towing path west of lock No. 27; the total detention to navigation was 60 hours.

On May 31st, at midnight, a leak was discovered just east of Amsterdam, above lock No. 27; repairs were completed June 5th, at 12 o'clock noon; delay to navigation 108 hours.

On June 1st, a leak occurred under the foundation of lock No. 43; repairs were completed June 3d, at 7 o'clock a. m.; navigation was resumed at 6 p. m. of the same day; detention to navigation was 12 hours.

On Monday, July 9th, a leak was discovered under the foundation of lock No. 21, near Mohawk River aqueduct; repairs were completed July 17; detention to navigation was 9 days. This latter was the worst break under a lock foundation I have ever known. Work was continued night and day until repairs were completed.

On Saturday, July 28th, a leak occurred under the foundation of lock No. 45, at Frankfort; also one under lock No. 40; repairs in both cases were completed, causing a delay to navigation of about 5 days.

On August 19th, a break occurred in the trunk of Lashers aqueduct, which caused a detention to navigation of 48 hours.

August 23, the bottom of the timber trunk of Canajoharie aqueduct gave out; detention to navigation lasted 36 hours.

*Champlain Canal, Eastern Division.*

On Saturday, April 28th, about noon a leak occurred under the foundation of the new waste-weir at Wilburs Basin; navigation was resumed on Monday a. m., May 7th; detention to navigation was about 8 days.

On June 11th, a second leak occurred at Wilburs Basin waste-weir; navigation was resumed on June 19th, at 12 o'clock noon; detention to navigation was about 7 days.

*Erie Canal, Middle Division.*

On November 26th, between 12 and 1 o'clock in the afternoon, a break occurred through the berme bank of the canal about 4 miles west of Rome. This break happened just 5 days prior to the official date fixed by the Superintendent of Public Works for the closing of the canal for the year 1900. A large number of loaded boats, which were being hurried to tide water or other destinations, were detained by this break. One boat loaded with soft coal was drawn down into the break and its consort was drawn partly in. Repairs were at once commenced and vigorously prosecuted during storms and frost, night and day, until temporary repairs were made; boats again moving past this break on December 2d; detention to navigation was about 6 days.

The division superintendents were prepared with tugs, pump boats and ice breakers to give every possible assistance to loaded boats in their efforts to reach their destinations. This result was practically accomplished by Monday, December 10th.

This break was the result of a great rain storm, by which the Mohawk river, at Rome and Whittles creek east of that city, rose to a great height and overflowed into the prism of the canal in great volume. All other streams which flow into the canal on this, the long level, passed an enormous amount of water into the

channel causing an overflow of the berme embankment at several places and produced a break at the location above indicated. This break was repaired in an almost incredibly short time, considering the conditions which existed and the obstacles to be overcome. Too much credit can not be awarded to the employees of the State who were in immediate charge of this repair.

*Erie Canal, Western Division.*

On May 13 a leak occurred under the foundation of culvert No. 2, about five miles east of Clyde, on the Montezuma marsh. This leak was repaired on May 20; detention to navigation was about eight days.

May 14 a portion of the Long level between Rochester and Lockport was drawn off to repair a leak at Brockville waste-weir, a new structure; detention to navigation was two days.

June 14 the Three Mile level east of Brighton was drawn down to repair a leak at culvert No. 37; detention to navigation was twelve hours.

August 1 a small leak at culvert No. 36, at Brighton, was repaired; detention to navigation was twelve hours.

You will please observe that an unusual number of these leaks occurred under foundations of locks and in timber trunks of aqueducts. A careful overhauling and repairing of these is in contemplation this winter, and some of this work is already in progress, as will be noted in another part of this report, under the statements of winter work contemplated.

**MANAGEMENT OF STATE RESERVOIRS.**

Last year an inspector was appointed to look after the management of water from the State reservoirs in the Adirondack region and to attend to the necessary repairs to same. The same thing was done in connection with the management of the State reservoirs in Madison county. This arrangement has worked admirably, and the reservoirs in both localities, which one year ago were reduced in the amount of water which remained in them to a minimum, at the close of navigation this season, are all in

good condition and all liable to be filled during the winter months. Extensive repairs have been made in both regions, under the direction of these men, and the reservoirs are in much better condition than they have been in many years.

#### WASHINGTON FIR TIMBER.

The difficulty experienced in procuring timber for canal construction of the dimensions required therefor is increasing yearly. In the State of Washington there is a class of timber which is very highly recommended by Government engineers for almost all purposes. There has recently been constructed a dry dock of this timber by the United States Government which will receive the largest battle ships. Its strength and durability is very highly spoken of by all who have used the timber.

In accordance with your direction, two carloads of this Washington fir timber was ordered to be delivered in the State yard, at the city of Rochester, and is probably now on the way as through railroad freight. As soon as this timber arrives we shall work it up into lock gates and other structures required on the canal, and keep it under examination and test its durability and strength.

I believe that the time is not far distant when this will be one of our sources of supply for timber for canal uses.

#### STOP GATES ON THE LONG LEVEL BETWEEN SYRACUSE AND UTICA.

I desire to repeat my recommendation of last year that a number of these structures be erected on the Long level indicated, so that, in case it becomes necessary to draw off the water from the level only a small section in each case need be drawn, thus reducing the time of commencing repairs in case of leaks or breaks, and also the time for refilling the same after repairs are made. The break of November 26th last, on that long level, four miles west of Rome, was an object lesson enforcing this recommendation.

Respectfully submitted,,

J. NELSON TUBBS,

*General Inspector,*

## ANNUAL REPORT OF THE

## SUMMARY of expenditures, ordinary repairs, etc.—(Concluded).

CANALS.		By Superin- tendent of Public Works.	By Assist- ant Superin- tendents of Public Works.	By Superin- tendents of Canal Re- pairs.	Salaries of Superin- tendents of Canal Re- pairs.	Total each section.	Total each canal.	Totals.
<b>General expenses:</b>								
Erie .....		\$15,525 33						
Black River .....		18,970 94						
Cayuga and Seneca .....		303 82					\$34,800 09	\$879,252 12
<b>Office expenses:</b>								
Albany .....		\$22,893 83						
General Inspector's Office, Rochester .....		2,500 00						
Eastern Division .....			\$3,602 19					
Middle Division .....			4,208 99					
Western Division .....			3,785 82					
<b>John N. Partridge, Superintendent of Public Works.</b>								
John N. Parker, Assistant Superintendent of Public Works .....			\$6,500 00	Travel.	Total.			
Thomas Wheeler, Assistant Superintendent of Public Works .....			3,250 00	587 74	\$9,208 33			
Elveston Barnard, Assistant Superintendent of Public Works .....			3,250 00	404 87	3,537 74			
			3,250 00	695 79	3,654 87			
					3,945 79		\$20,646 73	57,437 64
<b>Total.</b>								\$936,689 76

## SUMMARY of expenditures, ordinary repairs, for fiscal year ended September 30, 1900.\*

CANALS.	Section.	By Superin- tendent of Public Works.	By Asstet- tendants of Public Works.	By Superin- tendents of Canal Re- pairs.	Salaries of Superin- tendents of Canal Re- pairs.	Total each section.	Total each Canal.	Totals.
Erie .....	1	.....	\$6,614.32	\$56,192.79	\$1,625.00	\$64,432.11		
Erie .....	2	.....	28,234.44	29,358.96	1,625.00	59,218.40		
Erie .....	3	.....	16,569.43	25,271.89	1,625.00	43,447.22		
Erie .....	4	.....	15,168.51	30,936.28	1,625.00	47,746.79		
Erie .....	5	.....	13,312.43	15,741.22	1,625.00	31,178.65		
Erie .....	6	.....	10,782.52	20,164.01	1,625.00	32,573.43		
Erie .....	7	.....	14,682.22	11,188.67	1,625.00	27,498.89		
Erie .....	8	.....	23,667.61	23,296.00	1,025.03	50,375.64		
Erie .....	9	.....	10,601.19	24,892.77	1,625.00	47,118.96		
Erie .....	10	.....	13,150.06	37,479.63	1,625.00	54,254.74		
Erie .....	11	.....	22,028.51	37,707.03	2,166.58	62,502.12	\$520,346.96	
Champlain .....	1	.....	\$25,360.29	\$21,689.47	\$1,625.00	\$48,674.76		
Champlain .....	2	.....	1,405.57	27,475.59	1,625.00	40,506.96		
Champlain .....	3	.....	8,770.73	15,166.84	1,625.00	25,562.57	114,730.79	
Oswego .....	1	.....	\$1,339.48	\$9,405.14	\$1,300.00	\$12,044.62		
Oswego .....	2	.....	3,635.53	15,622.80	1,625.00	20,881.33	32,925.95	
Oayuga and Seneca .....	.....	.....	\$3,571.69	\$12,637.78	\$1,625.00	\$17,834.47		
Black River .....	1	.....	\$10,267.85	\$22,374.59	\$1,625.00	\$34,267.44	17,834.47	
Black River .....	2	.....	3,754.85	9,656.33	1,300.00	14,711.18	48,978.62	
Division expenses:								
Eastern .....	.....	.....	\$59,600.35	.....	.....	\$59,600.35		
Middle .....	.....	.....	18,570.68	.....	.....	18,570.68		
Western .....	.....	.....	31,464.21	.....	.....	31,464.21		
Total .....	.....	.....	\$109,635.24	.....	.....	\$109,635.24	\$109,635.24	

\* See foot note page 20.

*STATEMENT of expenditures for ordinary repairs and operating expenses on the New York State Canals, by divisions, for fiscal year ended September 30, 1900.*

CANALS.	By Superintendent of Public Works.	By Assistant Superintendents of Public Works.	By Superintendents of Canal Repairs.	Totals.
<i>Eastern Division.</i>				
Erie .....		\$66,584 70	\$141,759 83	
Champlain .....		45,534 39	64,321 40	
Division expenses .....		59,600 35		
Office expenses .....		3,602 19		
Assistant Superintendent's salary and expenses .....		3,837 74		
Salaries Superintendents of Canal Repairs .....			11,375 00	
		\$179,159 37	\$217,456 23	
				\$396,615 60
<i>Middle Division.</i>				
Erie .....		\$39,281 17	\$47,094 80	
Oswego .....		4,973 01	25,027 94	
Cayuga and Seneca .....		3,571 69	12,637 78	
Black River .....		14,022 70	32,030 92	
Division expenses .....		18,570 68		
Office expenses .....		4,208 99		
Assistant Superintendent's salary and expenses .....		3,654 87		
Salaries Superintendents of Canal Repairs .....			12,350 00	
		\$88,283 11	\$129,141 44	
				217,424 55
<i>Western Division.</i>				
Erie .....		\$71,547 37	\$136,283 48	
Division expenses .....		31,464 21		
Office expenses .....		3,785 82		
Assistant Superintendent's salary and expenses .....		3,945 79		
Salaries Superintendents of Canal Repairs .....			6,420 61	
		\$110,743 19	\$142,704 09	
				253,447 28
<i>General Expenses.</i>				
Erie .....	\$15,525 33			
Black River .....	18,970 94			
Cayuga and Seneca .....	305 82			
Albany Office .....	22,693 83			
General Inspector's Office, Rochester .....	2,300 08			
Superintendent of Public Works's salary and expenses .....	9,208 33			
				69,202 33
Total .....				\$936,689 76



**ORDINARY REPAIRS AND OPERATING EXPENSES ON THE NEW YORK STATE CANALS FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 1900.**

By Superintendent of Public Works.....	\$34,800 09
By assistant superintendents of public works....	355,150 27
By superintendents of canal repairs.....	459,156 15
By salaries of superintendents of canal repairs...	*30,145 61
By clerk hire and office expenses of Superintendent of Public Works and assistant superintendents of public works .....	*36,790 91
For salaries and traveling expenses of Superintendent of Public Works and assistant superintendents of public works.....	*20,646 73
Total ordinary repairs.....	\$936,689 76
Collectors of statistics and inspectors.....	*23,206 87
	<hr/>
	\$959,896 63
	<hr/>

**ALBANY OFFICE.**

October 1, 1899, to September 30, 1900.

Salaries and clerk hire.....	\$18,592 02
Special agent .....	1,336 67
Postage stamps and box rents.....	227 89
Telegraphing .....	197 75
Telephone service .....	546 45
Stationery .....	1,460 26
Extra stenographic services.....	129 71
Newspapers and directories.....	84 75
Press clippings .....	186 70
Drinking water for office.....	46 80
Electric fixtures .....	32 18
Furniture .....	20 15
Atlas .....	32 50
Total .....	<hr/>
	\$22,893 83
	<hr/>

\* These figures represent expenditures of thirteen months as, owing to the provisions of Chapter 418, Laws of 1900, computations must be made to October 1st of each year, whereas previously they were made to September 1st.

## GENERAL INSPECTOR'S OFFICE, ROCHESTER, N. Y.

Telegraphing .....	\$119 63
Telephone service .....	238 50
Rent of office.....	845 00
Stationery .....	82 57
Directory .....	4 00
Ice for office.....	15 60
Postage stamps and messenger service.....	69 78
Stenographer .....	925 00
<hr/>	
Total .....	\$2,300 08
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## ERIE CANAL—GENERAL.

Protecting and securing the uncompleted work on general improvement contract No. 22, Middle Division .....		\$541 07
Removing bridge at Watkins.....		200 74
Loading and delivering stone on section No. 9....		900 00
Publishing notices .....		180 35
Recording .....		201 87
Professional services .....		25 00
Inspecting pontoon lock gate.....		22 38
General inspector, salary and expenses.....		5,167 53
Special agents, salaries and expenses.....		3,786 02
Inspector, salary and expenses.....		2,333 11
Engineer on boat "State Inspector".....		613 84
Fireman on boat "State Inspector".....		609 11
Tillerman on boat "State Inspector".....		622 83
Repairs to boat "State Inspector".....		197 81
Materials for boat "State Inspector".....		24 67
Insurance on boat "State Inspector".....		100 00
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Total .....		\$15,525 33
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## BLACK RIVER CANAL—GENERAL.

Investigating causes of Forestport breaks.....	\$18,899 49
Publishing notices .....	71 45
Total . . . . .	<u>\$18,970 94</u>

## CAYUGA AND SENECA CANAL—GENERAL.

Dredging at Geneva.....	<u>\$303 82</u>
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**STATEMENT OF SALARIES PAID TO THE SUPERINTENDENTS  
OF CANAL REPAIRS DURING THE FISCAL YEAR ENDED  
SEPTEMBER 30, 1900.**

## ERIE CANAL.

Section 1. Jacob M. Grass.....	\$1,625 00	
2. James B. McKain.....	1,625 00	
3. Hiram Schuyler .....	1,625 00	
4. Charles Wallace .....	1,625 00	
5. Stephen C. Waterman ..	1,625 00	
6. Aaron R. Thompson....	1,625 00	
7. Lasuvius H. King.....	1,625 00	
8. John W. Corning.....	217 74	
8. William H. Nicholoy...	786 29	
9. George A. Goss .....	1,625 00	
10. Frank B. Seeley.....	1,625 00	
11. John Kraft .....	2,166 58	
		<u>\$17,795 61</u>

## CHAMPLAIN CANAL.

Section 1. Frank B. Peck.....	\$1,625 00	
2. Hiram Hyde .....	1,625 00	
3. George Neddo .....	1,625 00	
		<u>4,875 00</u>

## OSWEGO CANAL.

Section 1. Irving A. Freeman.....	\$1,300 00	
2. Frank M. Breed.....	750 00	
2. David S. Burleigh .....	875 00	
		<u>2,925 00</u>

## CAYUGA AND SENECA CANAL.

C. S. Codington.....	\$1,625 00
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## BLACK RIVER CANAL.

Section 1. Harvey W. Boyce.....	\$1,625 00	
2. Joseph F. Jones.....	1,300 00	
		2,925 00
Total .....		<u>\$30,145 61</u>

**STATEMENT OF MONEYS PAID INTO THE STATE TREASURY  
BY THE SUPERINTENDENT OF PUBLIC WORKS DURING THE  
FISCAL YEAR ENDED SEPTEMBER 30, 1900.**

To amount from James W. Veeder, canal collector, for collections at Waterford weigh-lock, during month of September .....	\$18 75
To amount from Thomas Wheeler, assistant superin- tendent, from C. S. Codington, section superin- tendent, for sale of old iron to Rumsey & Co....	20 40
To amount from William M. Hawkins, canal col- lector, for collections at ship-lock, Buffalo, during month of September.....	94 00
To amount from James W. Veeder, canal collector, for collections at Waterford weigh-lock, during month of October.....	39 00
To amount from John N. Parker, assistant superin- tendent, for sale of old iron.....	583 17
To amount from William M. Hawkins, canal col- lector, for collections at ship-lock, Buffalo, during month of October .....	76 50
To amount from Houston Barnard, assistant super- intendent, from John K. Patton, supervisor of the town of Tonawanda, for the sale of the old bridge at Delaware street, Tonawanda .....	150 00
To amount from Houston Barnard, assistant super- intendent, for sale of old iron.....	419 03

To amount from James W. Veeder, canal collector, for collections at Waterford weigh-lock, during month of November.....	\$57 00
To amount from John McComb, city engineer of Little Falls, for labor in repairing leak in canal at Little Falls .....	48 99
To amount from William M. Hawkins, canal collector, for collections at ship-lock, Buffalo, during month of November .....	76 00
To amount from Houston Barnard, assistant superintendent, from the Levi Hey Co., for sale of old rope .....	34 00
To amount from Jacob M. Grass, section superintendent, for fines collected for damage to locks..	8 00
To amount from Thomas Wheeler, assistant superintendent, from W. D. Betts, for sale of cedar posts.	17 98
To amount from Thomas Wheeler, assistant superintendent, from Charles H. King, for sale of old lumber .....	20 00
To amount from Houston Barnard, assistant superintendent, from Buffalo Dredging Co., for use of State dredge .....	200 00
To amount from Houston Barnard, assistant superintendent, sale of ice on Western Division.....	100 00
To amount from Thomas Wheeler, assistant superintendent, from A. R. Thompson, section superintendent, for sale of old rope.....	13 74
To amount from Thomas Wheeler, assistant superintendent, from A. R. Thompson, section superintendent, for sale of old plank.....	10 00
To amount from Thomas Wheeler, assistant superintendent, from J. H. Bedell, inspector, for sale of old plank .....	30 00
To amount from Thomas Wheeler, assistant superintendent, from E. A. Klock, reservoir tender, moneys received for use of telephone at North Lake, January 15, 1899, to January 15, 1900.....	36 25

To amount from Thomas Wheeler, assistant superintendent, for sale of ice on Middle Division.....	\$101 78
To amount from John N. Parker, assistant superintendent, for sale of ice on Eastern Division....	822 80
To amount from Houston Barnard, assistant superintendent, for use of State pump in assisting boat "John Anson" .....	20 00
To amount from Houston Barnard, assistant superintendent, from G. W. Hildreth & Co., for sale of old iron .....	16 44
To amount from William M. Hawkins, canal collector, for collections at ship lock, Buffalo, during month of April.....	103 00
To amount from James W. Veeder, canal collector, for collections at Waterford weigh-lock during month of May.....	25 50
To amount from Thomas Wheeler, assistant superintendent, from Russell Bentley, for old piles near Warners, N. Y.....	5 00
To amount from Thomas Wheeler, assistant superintendent, from S. C. Waterman, section superintendent, penalty paid by Jacob Stritzel for violation of law.....	5 00
To amount from Thomas Wheeler, assistant superintendent, from S. L. Rockwood & Co., for sale of old timber from Centerport Aqueduct.....	75 00
To amount from Thomas Wheeler, assistant superintendent, from Hayden & Hopkins, for sale of old State scow .....	75 00
To amount from William M. Hawkins, canal collector, for collections at ship-lock, Buffalo, during month of May.....	297 00
To amount from Thomas Wheeler, assistant superintendent, from I. A. Freeman, section superintendent, for sale of old iron.....	10 00
To amount from Thomas Wheeler, assistant superintendent, for sale of ice on Middle Division.....	50 00

To amount from James W. Veeder, canal collector, for collections at Waterford weigh-lock during month of June.....	\$25 50
To amount from John P. Jaeckel, State Treasurer, being amount overpaid Gillette, Hay & Gillette, on contract for bridge over inlet to Otisco Lake, and deducted from deposit held by State Treas- urer.....	117 12
To amount from William M. Hawkins, canal collec- tor, for collections at ship-lock, Buffalo, during month of June.....	140 00
To amount from James W. Veeder, canal collector, for collections at Waterford weigh-lock during month of July.....	18 00
To amount from Houston Barnard, assistant super- intendent, from W. H. Nicholoy, section superin- tendent, for sale of old iron to Charles Wakeman.	38 15
To amount from James W. Veeder, canal collector, for collections at Waterford weigh-lock during month of August.....	19 50
To amount from William M. Hawkins, canal collec- tor, for collections at ship-lock, Buffalo, during month of July.....	166 50
	<hr/>
	<b>\$4,184 10</b>
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Statement of proposals received and contracts awarded by the Superin-  
tendent of Public Works during the year 1900, pursuant to special  
acts of the Legislature:

(Chapter 573, Laws of 1899.)

For constructing a steel lift-bridge over the Erie canal at Chapel  
street, Lockport, N. Y.

The King Bridge Co., Cleveland, Ohio..... **\$24,400 00**

No award.

## (Chapter 424, Laws of 1898.)

For constructing a lift-bridge over the Erie canal at Catharine  
and Almond streets, in Syracuse, N. Y.

The King Bridge Co., Cleveland, Ohio.....	\$22,450 00
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No award.

## (Chapter 573, Laws of 1899, and chapter 16, Laws of 1900.)

For constructing a steel lift-bridge over the Erie canal at Chapel  
street, Lockport, N. Y.

Havana Bridge Works, Montour Falls, N. Y.....	\$18,915 00
The King Bridge Co., Cleveland, Ohio.....	23,820 00

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Awarded to Havana Bridge Works.

## (Chapter 280, Laws of 1900.)

For the dredging of Mill creek and the Narrows to Long creek,  
town of Freeport, Nassau county, N. Y.

Awarded to E. W. Wicks, Bay Shore, N. Y., \$50 per day for  
the dredge, including all labor in leveling banks and any other  
labor incidental to the thorough forming of a new channel.

(Chapter 627, Laws of 1898, and Chapters 417 and 427, Laws of  
1900.)

For completing the Saranac dam and constructing a concrete lock  
at the end of said dam.

Walter Bradley & Co., Oswego, N. Y.....	\$8,631 10
J. P. Monty, Sandy Hill, N. Y.....	8,127 20
Joseph H. Conners, Fulton, N. Y.....	7,412 60
George A. Rogers, Plattsburg, N. Y.....	12,639 30

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Awarded to Joseph H. Conners.



(Chapter 424, Laws of 1898, and Chapter 547, Laws of 1900.)

For constructing a steel lift-bridge over the Erie canal at Catharine and Almond streets, Syracuse, N. Y.

Havana Bridge Works, Montour Falls, N. Y.....	\$19,974 50
The King Bridge Co., Cleveland, Ohio.....	21,800 00
Toledo Bridge Co., Toledo, Ohio.....	22,937 50

Awarded to Havana Bridge Works.

(Chapter 224, Laws of 1899, and chapter 396, Laws of 1900.)

For constructing a steel bridge of three spans over the Cayuga and Seneca canal, near Rumsey street, in Seneca Falls, N. Y.

The Canton Bridge Co., Canton, Ohio.....	\$15,627 50
The King Bridge Co., Cleveland, Ohio.....	15,143 00
*Charles McKevitt, Seneca Falls, N. Y.....	15,230 00
Owego Bridge Co., Owego, N. Y.....	5,933 50

No award.

(Chapter 436, Laws of 1900.)

For constructing a new vertical wall on the towing-path side of the Oneida feeder, between Spring street and Midland avenue, in Oneida.

Joseph H. Conners, Fulton, N. Y.....	\$1,797 50
John Kelley, Syracuse, N. Y.....	1,974 00

Awarded to Joseph H. Conners.

(Chapter 569, Laws of 1899, and Chapters 417 and 426, Laws of 1900.)

For the construction of a steel bridge over the canal feeder at Medina, N. Y.

John Horan, Medina, N. Y.....	\$5,099 51
Chambers & Casey, Rochester, N. Y.....	5,595 71
W. E. Flannigan, Rochester, N. Y.....	6,264 60

Awarded to John Horan.

\* Informal.

## (Chapter 572, Laws of 1899.)

For deepening and improving Mud creek, Niagara county.

W. E. Flannigan, Rochester, N. Y.....	\$12,056 95
Frank J. LeValley, Lockport, N. Y.....	8,582 91
Harmon C. Ingalsbe, Basom, N. Y.....	11,852 59

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Awarded to Frank J. LeValley.

## (Chapter 435, Laws of 1900.)

For about 120,000 cubic yards dredging excavation in the navigable channel and outlet of Chautauqua lake, in Jamestown, N. Y.

Hingston, Cornell & Hewes, Buffalo, N. Y.....	\$48,500 00
Wm. H. Schmidt, Buffalo, N. Y.....	24,500 00

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Awarded to Wm. H. Schmidt.

## (Chapter 224, Laws of 1900.)

For constructing two wooden bridges over the Seneca and Canandaigua rivers, below Montezuma aqueduct, in Tyre, Seneca county, N. Y.

Henry Tosh, Fox Ridge, N. Y.....	\$7,084 00
William Tobin, Clyde, N. Y.....	8,847 00
Daniel Baldwin, Cayuga, N. Y.....	7,939 00

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Awarded to Henry Tosh.

## (Chapter 224, Laws of 1899, and Chapter 396, Laws of 1900.)

For constructing a steel bridge of three spans over the Cayuga and Seneca canal near Rumsey street, in Seneca Falls, N. Y.

American Bridge Co., New York.....	\$6,684 00
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Awarded to American Bridge Co.

## (Chapter 625, Laws of 1898; Chapter 572, Laws of 1899; Chapters 417 and 454, Laws of 1900.)

For constructing a steel Warren truss bridge of 85 feet span over the Erie canal at South George street, Rome, N. Y.

Owego Bridge Co., Owego, N. Y.....	\$12,516 00
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Awarded to Owego Bridge Co.

(Chapter 569, Laws of 1899, and 419, Laws of 1900.)

For constructing a steel bridge of two 65-foot spans over Clear creek, on the Cattaraugus Indian reservation, Erie county, N. Y.

American Bridge Co., New York.....	\$6,276 00
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No award.

(Chapter 569, Laws of 1899.)

For improving the east branch of Bull creek, in the towns of Cambria and Pendleton, Niagara county, N. Y.

A. J. Servis & Son, Youngstown, N. Y.....	\$7,470 30
W. E. Flannigan, Rochester, N. Y.....	1,677 00

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No award.

(Chapter 680, Laws of 1900.)

For constructing a masonry guard lock, with retaining works and waste weirs, in the Seneca river near Seneca lake, N. Y.

Craigie & Maggio, Buffalo, N. Y.....	\$65,323 00
Walter Bradley & Co., Fulton, N. Y.....	89,656 00
Connors & Smith, Fulton, N. Y.....	87,037 50
John Kelly & Co., Syracuse, N. Y.....	79,885 00

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Awarded to Craigie & Maggio.

(Chapter 423, Laws of 1900.)

For constructing a culvert over the State ditch at Third avenue and Iron-ton street, North Tonawanda, N. Y.

Rudolph & Gatty, East Aurora, N. Y.....	\$1,984 80
A. J. Servis & Son, Youngstown, N. Y.....	2,378 70
Kraft & Rohde, Buffalo, N. Y.....	5,221 90

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Awarded to Rudolph & Gatty.

(Chapter 419, Laws of 1900.)

For repairing the sea wall and retaining wall and for dredging at the foot of Owasco lake, N. Y.

No bids received.

## (Chapter 231, Laws of 1900.)

For constructing a dyke along a portion of the south bank of the  
Chemung river, in Elmira, N. Y.

Pulford & Clark, Elmira, N. Y.....	\$7,872 00
Costello & Neagle, Elmira, N. Y.....	9,045 00

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Awarded to Pulford & Clark.

## (Chapter 569, Laws of 1899.)

For completing the mole on Houghtaling Island in the Hudson  
river, opposite New Baltimore, N. Y.

Kirk, Driscoll & Co., Syracuse, N. Y.....	\$728 00
William D. Fuller, New Baltimore, N. Y.....	734 60

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Awarded to Kirk, Driscoll & Co.; contract not executed.

(Chapter 397, Laws of 1898, and Chapters 402 and 537, Laws of  
1900.)

For constructing a steel lift bridge over the Erie canal at Wash-  
ington street, Utica, N. Y.

The King Bridge Co., Cleveland, Ohio.....	\$25,702 70
American Bridge Co., New York city.....	25,719 80
Havana Bridge Works, Montour Falls, N. Y.....	38,843 41

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No award.

## (Chapter 625, Laws of 1899.)

For constructing a steel foot bridge over the Erie canal at Brain-  
ard street, Whitesboro, N. Y.

No bids received.

(Chapter 397, Laws of 1898, and Chapters 402 and 537, Laws of  
1900.)

For constructing a steel lift bridge over the Erie canal at Wash-  
ington street, Utica, N. Y.

Havana Bridge Works, Montour Falls, N. Y.....	\$23,025 20
Owego Bridge Co., Owego, N. Y.....	27,462 00
American Bridge Co., New York city.....	27,213 50

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Awarded to Havana Bridge Works.

## (Chapter 549, Laws of 1899.)

For constructing a steel lift bridge over the Erie canal at West  
avenue, Rochester, N. Y.

Havana Bridge Works, Montour Falls, N. Y.....	\$68,508 70
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Awarded to Havana Bridge Works.

## (Chapter 596, Laws of 1899, and Chapter 457, Laws of 1900.)

For constructing a steel Warren truss bridge of 104 feet span,  
over the Erie canal, opposite St. Johnsville, town of Minden,  
N. Y.

Owego Bridge Co., Owego, N. Y.....	\$7,218 25
Niagara Construction Co.,* North Tonawanda, N. Y.	8,517 50

Awarded to Owego Bridge Co.

## (Chapter 569, Laws of 1899, and Chapter 419, Laws of 1900.)

For constructing a steel bridge of two 65 foot spans, with abut-  
ments, over Clear Creek, on the Cattaraugus Indian Reserva-  
tion, Erie county, N. Y.

Berlin Iron Bridge Co., East Berlin, Conn.....	\$5,036 00
Owego Bridge Co., Owego, N. Y.....	5,920 00
George W. Moore,† Buffalo, N. Y.....	3,115 00

Awarded to Berlin Iron Bridge Co.

## (Chapter 437, Laws of 1900.)

For constructing a steel road bridge of 25 feet span over Caze-  
novia Lake outlet, at Foreman street, Cazenovia, N. Y.

John Kelly & Co., Syracuse, N. Y.....	\$7,384 50
Owego Bridge Co., Owego, N. Y.....	9,199 50
Baker & Judson, Gloversville, N. Y.....	7,847 00

Awarded to John Kelly & Co.

\*Informal.

†No bid for superstructure.

## (Chapter 625, Laws of 1899.)

For constructing a steel foot bridge over the Erie canal at  
Brainard street, Whitesboro, N. Y.

No bids received.

## (Chapter 662, Laws of 1900.)

For extending the towing-path of the Cayuga and Seneca canal  
1,200 feet southerly in Geneva harbor, at the north end of  
Seneca Lake, N. Y.

Baker & Judson, Gloversville, N. Y.....	\$39,890 00
John Kelly & Co., Syracuse, N. Y.....	37,590 00
W. T. Leighton, Rochester N. Y.....	32,075 00
Walter Bradley & Co., Fulton, N. Y.....	35,502 50
A. F. Chapman & Co., Buffalo, N. Y.....	30,822 50

Awarded to A. F. Chapman & Co.

## (Chapter 609, Laws of 1896, and Chapter 151, Laws of 1900.)

For improving by cut-offs and bridges the west branch of Eight-  
een Mile creek, in the towns of Lockport and Newfane, Niagara  
county, N. Y.

I. M. Ludington, Rochester, N. Y.....	\$13,800 19
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Awarded to I. M. Ludington.

## (Chapter 218, Laws of 1900.)

For 17,500 cubic yards of excavation by dredging in the harbor  
and channel at the foot of Canandaigua lake, Ontario county,  
N. Y.

No bids received.

## (Chapter 218, Laws of 1900.)

For 17,500 cubic yards of excavation by dredging in the harbor  
and channel at the foot of Canandaigua lake, Ontario county,  
N. Y.

William H. Welch, Canandaigua, N. Y.....	\$7,831 25
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Awarded to William H. Welch.

## (Chapter 569, Laws of 1899.)

For draining the abandoned Chemung canal in the village of Montour Falls, N. Y.

Seaman & Thompson, Watkins, N. Y.....	\$4,900 00
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No award.

## (Chapter 419, Laws of 1900.)

For repairing the sea wall and retaining wall and for dredging at the foot of Owasco lake, N. Y.

No bids received.

## (Chapter 438, Laws of 1900.)

For building the vertical wall on the Glens Falls feeder, near the street railway power house, Glens Falls, Warren county, N. Y.

Dempsey & Reilley, Sandy Hill, N. Y.....	\$9,777 50
C. W. Higley, Sandy Hill, N. Y.....	7,480 00
Thomas C. McDermott, Summit Place, N. Y.....	8,676 00
W. A. Burnham, Glens Falls, N. Y.....	6,811 50

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Awarded to W. A. Burnham.

## (Chapter 455, Laws of 1900.)

For rebuilding a stone abutment, wing walls and approach of the bridge over the outlet of Crooked lake, Penn Yan, town of Milo, Yates county, N. Y.

Charles H. Merrick, Syracuse, N. Y.....	\$4,707 50
Baker & Judson, Gloversville, N. Y.....	4,545 00
John R. Briggs, Fonda, N. Y.....	3,765 00
I. M. Ludington, Rochester, N. Y.....	3,997 50

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Awarded to John R. Briggs.

## (Chapter 445, Laws of 1900.)

For rebuilding the supporting crib piers and the wooden bridge over the Oneida river, at Three River Point, near Phoenix, Oswego county, N. Y.

Baker & Judson, Gloversville, N. Y.....	\$2,237 72
John Kelly & Co., Syracuse, N. Y.....	2,107 22
John R. Briggs, Fonda, N. Y.....	5,079 52
Walter Bradley & Co., Fulton, N. Y.....	2,404 02
Charles H. Merrick, Syracuse, N. Y.....	3,830 72

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Awarded to John Kelly & Co.

## (Chapter 447, Laws of 1900.)

For dredging in the Chemung canal, and repairing docking in Glen creek, in the village of Watkins, Schuyler county, N. Y.

John R. Briggs, Fonda, N. Y.....	\$3,733 25
Edward J. Hingston, Buffalo, N. Y.....	3,400 00

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Awarded to Edward J. Hingston.

## (Chapter 441, Laws of 1900.)

For constructing a slope wall protection along the east bank of the Chemung river, in the town of Corning, Steuben county, N. Y.

Harry Beardsley, Elmira, N. Y.....	\$3,198 79
Baker & Judson, Gloversville, N. Y.....	3,994 60

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Awarded to Harry Beardsley.

## (Chapter 419, Laws of 1900.)

For resetting the tide gates and rebuilding with sheet piling and concrete their foundations on the Shinnecock and Peconic canal, and necessary excavation, in the county of Suffolk, Long Island, N. Y.

Brummelkamp & Lane, Syracuse, N. Y.....	\$11,710 00
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Awarded to Brummelkamp & Lane.



## (Chapter 430, Laws of 1900.)

For constructing an arch bridge over the Erie canal at Pine and Lock streets, in the city of Lockport, N. Y.

Niagara Construction Co., Niagara Falls.....	\$51,769 80
Owego Bridge Co., Owego.....	56,686 00
Havana Bridge Works, Montour Falls.....	59,244 50
The Genesee Construction Co., Rochester.....	65,430 00
American Bridge Co., New York city.....	67,256 50

Awarded to Niagara Construction Co.

## (Chapter 629, Laws of 1898; Chapter 219, Laws of 1899, and Chapter 443, Laws of 1900.)

For constructing a swing bridge over the Champlain canal near Burton's saw mill, in the town of Waterford, Saratoga county, N. Y., consisting of one riveted truss span about one hundred and eighteen feet in length.

Owego Bridge Co., Owego.....	\$10,150 00
American Bridge Co., New York.....	11,102 00

Awarded to Owego Bridge Co.

## (Chapter 670, Laws of 1900.)

For constructing a bridge over Black river, at Pratt's Landing, between the towns of Greig and Turin, in the county of Lewis, N. Y., superstructures to consist of one fixed span one hundred and seventeen feet long, and one swing span one hundred and thirty feet long.

No bids received.

## (Chapter 440, Laws of 1900.)

For the construction of a steel plate girder bridge of about ninety feet span over the Erie canal, with abutments and approaches, at Twenty-third street, Watervliet, Albany county, N. Y.

Havana Bridge Works, Montour Falls.....	\$13,568 25
Owego Bridge Co., Owego, N. Y.....	13,147 00

Awarded to Owego Bridge Co.

## (Chapter 201, Laws of 1900.)

For constructing a waste-weir and spillway on the Erie canal, at  
Spencerport, Monroe county, N. Y.

John Moran, Medina, N. Y.....	\$2,731 60
Crahan & Kearns, Rochester, N. Y.....	1,641 00
Baker & Judson, Gloversville, N. Y.....	1,901 00
W. E. Flannigan, Rochester, N. Y.....	1,310 40
Chambers & Casey, Rochester, N. Y.....	1,849 50
Charles T. Hookway, Syracuse, N. Y.....	1,759 00

Awarded to W. E. Flannigan.

Statement of proposals received and contracts awarded by the Superintendent of Public Works during the year 1900, paid from funds provided for the ordinary and extraordinary repairs of the canals.

## (Chapter 208, Laws of 1899.)

For rebuilding the berme abutment of bridge No. 45, near Wilbur's basin, Champlain canal.

C. W. Higley, Sandy Hill.....	\$2,188.50
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No award.

## (Chapter 208, Laws of 1899.)

For rebuilding the berme abutment of bridge No. 103, four miles north of Fort Edward, Champlain canal.

Reardon & Burnham, Glens Falls.....	\$1,637 50
John C. Ryan, Sandy Hill.....	1,567 45
Flood & Sherrill, Sandy Hill.....	1,066 55
C. W. Higley, Sandy Hill.....	1,416 60

Awarded to Flood & Sherrill.

## (Chapter 208, Laws of 1899.)

For rebuilding berme abutments of bridges Nos. 39 and 40, five miles west of Cohoes, Erie canal.

Baker & Judson, Gloversville.....	\$3,055 40
John J. Hallock, Syracuse.....	6,570 00
John Twomey, Schenectady.....	3,495 45
John W. Flynn, Cohoes.....	4,325 00

Awarded to Baker & Judson.

## (Chapter 208, Laws of 1899.)

For rebuilding the berme abutment of bridge No. 167, nine miles east of Utica, Erie canal.

Thomas Kearney, Little Falls.....	\$1,813 00
Christopher Wallace, Mohawk.....	1,452 50
John J. Hallock, Syracuse.....	3,003 00
James C. Warwick, Syracuse.....	2,725 50
Hallanan Bros., Little Falls.....	2,194 00
R. B. Lewis, Herkimer .....	1,612 85
Baker & Judson, Gloversville.....	1,624 60

Awarded to Christopher Wallace.

## (Chapter 311, Laws of 1900.)

For constructing four steel farm bridges over the Erie canal, respectively one and one-half miles west of Eagle Harbor, one and one-half miles west of Middleport, four miles west of Gasport, and at Cady street, in the city of Lockport.

Owego Bridge Co., Owego.....	\$11,395 00
Havana Bridge Works, Montour Falls.....	11,606 90
American Bridge Co., New York.....	11,143 10
Canton Bridge Co., Canton, Ohio.....	11,420 95

Awarded to American Bridge Co.

## (Chapter 208, Laws of 1899, and Chapter 311, Laws of 1900.)

For rebuilding a waste-weir and spillway on the Erie canal, at Albion, Orleans county.

Baker & Judson, Gloversville.....	\$6,753 50
Chambers & Casey, Rochester.....	7,850 20
John Horan, Medina.....	8,146 40

Awarded to Baker & Judson.

## (Chapter 311, Laws of 1900.)

For rebuilding aqueduct No. 3, on the Champlain canal, near Fort Miller, Washington county.

C. W. Higley, Sandy Hill.....	\$5,618 00
Reardon & Burnham, Glens Falls.....	5,189 50

Awarded to Reardon & Burnham.

## (Chapter 311, Laws of 1900.)

For rebuilding Searle's waste-weir, on the Champlain canal, about two miles north of Wilbur's Basin road bridge, Saratoga county.

Joseph H. Conners, Fulton.....	\$10,334 40
Thomas H. Karr, Troy.....	9,898 70
Higley & Barber, Sandy Hill.....	9,831 34

Awarded to Higley & Barber.

## (Chapter 311, Laws of 1900.)

For rebuilding north pier and placing concrete cut-off back of north abutment of Well's Brook aqueduct, on the Black River canal, in Western, Oneida county.

Wilkes D. Dodge, Boonville.....	\$3,413 20
Joseph H. Conners, Fulton.....	7,968 20
Walter Bradley & Co., Fulton.....	7,914 70
Thomas Kearney, Little Falls.....	4,786 55

Awarded to Wilkes D. Dodge.

## (Chapter 311, Laws of 1900.)

For rebuilding Pitcher's waste-weir and spillway, on the Forest-port feeder, on the Black River canal, at Boonville, Oneida county.

Charles T. Hookway, Syracuse.....	\$1,497 02
Wilkes D. Dodge, Boonville.....	1,361 87
Joseph H. Conners, Fulton.....	3,459 68
Walter Bradley & Co., Fulton.....	3,138 20

Awarded to Wilkes D. Dodge.

(Chapter 570, Laws of 1899, and Chapters 311 and 418, Laws of 1900.)

For furnishing timber and plank for the canals of the State.

G. Elias & Bro., Buffalo, all kinds.....	\$8,846 83
R. F. Wilcox & Co., Buffalo, white oak.....	4,752 83
William J. Dowdle, Oswego, all kinds.....	3,956 53
C. R. Snell, Herkimer, Georgia pine.....	847 96
Robert Dewart, Rochester, white oak.....	1,235 53
M. Van Kuren, Valley Falls, white pine.....	3,868 04
Dexter Hunter, Albany, Georgia pine.....	11,822 57
M. Van Kuren, Valley Falls, white pine.....	699 91
William J. Dowdle, Oswego, all kinds.....	5,566 55
George G. Kenyon, Syracuse, all kinds.....	2,179 77
R. J. Rogers Lumber and Coal Co., Geneva, all kinds.	9,588 63
Robert Dewart, Rochester, all kinds.....	3,805 35
Taylor & Crate, Buffalo, white oak.....	836 07
R. F. Wilcox & Co., Buffalo, white oak.....	3,512 08
Hurd Bros., Buffalo, white pine.....	4,694 27
G. Elias & Bro., Buffalo, all kinds.....	7,172 82
Kirk-Christy Co., Cleveland, Ohio, white oak.....	12,767 81

Awards made as above.

**BOUNDARIES OF DIVISIONS AND SECTIONS OF THE CANALS.**

The following are the boundaries of the divisions of the canals as fixed by the Canal Board, August 16, 1900:

**EASTERN DIVISION.**

Erie canal.—From the south end of the Albany basin to the easterly line of Oneida county; Champlain canal, and their tributary feeders.

**MIDDLE DIVISION.**

Erie canal.—From the easterly line of Oneida county to the easterly line of Wayne county; Black River canal; Oswego canal; Cayuga and Seneca canal, and their tributary feeders.

**WESTERN DIVISION.**

Erie canal.—From the easterly line of Wayne county through the city of Buffalo, including its tributary feeders.

The boundaries of the sections of the canals as given below were fixed by the Superintendent of Public Works and approved by the Canal Board, August 16, 1900:

**ERIE CANAL.**

Section 1.—Erie canal, from the south end of the Albany basin to the west end of lower Mohawk aqueduct, including Watervliet basin, and the Watervliet and Port Schuyler side-cuts; also the Champlain canal from its junction with the Erie canal to a point 200 feet north of the Cohoes guard-lock.

Section 2.—Erie canal, from west end of the lower Mohawk aqueduct to the head of lock 27.

Section 3.—Erie canal, from the head of lock 27 to the head of lock 34.

Section 4.—Erie canal, from the head of lock 34 to the easterly line of Oneida county.

Section 5.—Erie canal, from the easterly line of Oneida county to the westerly side of Peterboro street bridge in the village of Canastota.

Section 6.—Erie canal, from the westerly side of Peterboro street bridge in the village of Canastota to and including the Camillus feeder.

Section 7.—Erie canal, from the westerly side of Camillus feeder to the easterly line of Wayne county.

Section 8.—Erie canal, from the easterly to the westerly line of Wayne county.

Section 9.—Erie canal from the westerly line of Wayne county to the westerly line of Monroe county.

Section 10.—Erie canal, from the westerly line of Monroe county to the head of the guard-lock west of Lockport.

Section 11.—Erie canal, from the head of the guard-lock west of Lockport, through the city of Buffalo, including Black Rock harbor, Erie and Ohio basins and the Clark and Skinner canal.

#### CHAMPLAIN CANAL.

Section 1.—Champlain canal from a point 200 feet north of Cohoes guard-lock to the foot of lock 11, including the Troy sloop-lock and dam and the pond above.

Section 2.—Champlain canal, from the foot of lock 11 to the north side of the waste-weir at Dunham's basin; also, Glens Falls feeder, the feeder dam and pond above.

Section 3.—Champlain canal, from the north side of the waste-weir at Dunham's basin to Lake Champlain.

#### BLACK RIVER CANAL.

Section 1.—Black River canal, from the junction of the Black River canal with the Erie canal to the foot of lock 71, at Boonville; the feeder from Boonville to Forestport; the Black river above the dam at Forestport, including the dam; also all the reservoirs and feeders tributary to the canal and feeder as described above.

Section 2.—Black River canal, from the foot of lock 71, at Boonville, to Black river, at Lyons Falls; the Black river improvement from Lyons Falls to Carthage, including the dam; also Moose river improvement.

### OSWEGO CANAL.

Section 1.—Oswego canal, from Syracuse to Three River Point, including Seneca River towing path and the Baldwinsville canal.

Section 2.—Oswego canal, from Three River Point, through Oswego, including the Oneida river improvement.

### CAYUGA AND SENECA CANAL.

Cayuga and Seneca section.—Cayuga and Seneca canal from Montezuma to Geneva, with spur from mud-lock to Cayuga lake.



# EASTERN DIVISION.

## REPORT OF THE ASSISTANT SUPERINTENDENT OF PUBLIC WORKS.

OFFICE OF THE  
ASSISTANT SUPERINTENDENT OF PUBLIC WORKS,  
EASTERN DIVISION OF THE CANALS,  
ALBANY, N. Y., *October 1, 1900.*

Hon. JOHN N. PARTRIDGE, *Superintendent of Public Works:*

Dear Sir.—I herewith submit my annual report for the fiscal year ended September 30, 1900, for the Eastern Division of the canals.

This division comprises that portion of the Erie canal extending from:

	Miles.
Albany to east line of Oneida county.....	106.24
Albany basin (Laws of 1849).....	.77
Port Schuyler and West Troy side-cuts.....	.35
Mohawk feeder (Little Falls).....	.50
	<hr/> 107.86 <hr/>
Champlain canal and Waterford side-cut.....	66.00
Pond above Troy dam.....	3.00
Glens Falls feeder and pond above.....	12.00
	<hr/> 81.00 <hr/>
Total Erie and Champlain canals.....	<hr/> 188.86 <hr/>

### NAVIGATION.

During the past season there was more interruption to navigation by reason of leaks and breaks on this division than usual, as will be seen by reference to the report of the general inspector.

### TOWING-PATH.

During the season the towing-path covering the whole Eastern Division has been graded by the use of road machines. About forty miles of towing-path has been raised, graded, graveled and rolled. This was done in places where the towing-path was low and where this work was most needed. This work, I think, should be continued until the entire towing-path has been improved in this way.

During the past season all the bridge locks and lock-houses, etc., on the division were painted, and all the structures have been numbered. The result of the work is shown in the improved appearance of the structures along the canal.

### DREDGES.

Both the dredges, Nos. 1 and 2, were operated during the season. Dredge No. 1 was employed mostly on the Champlain canal, dredging in various places where such work was needed for deepening the channel to facilitate the passage of boats.

Dredge No. 2 was used mostly on section No. 1, Erie, dredging in the river at Watervliet to obtain material for use on section No. 1, Erie, in raising and graveled the towing-path. In this connection I would urge the necessity of having a new dredge built for use on this division, for the old No. 1 dredge is not in a condition to do such work as is required and the work could be done to much better advantage with a new and improved dredge. With some alterations and improvement dredge No. 2 could be made available for such work as would be required of an extra dredge.

The State tug has been employed during the season towing the scows used in connection with the dredges; also, in towing boats of stone, etc., to be used on the several sections for winter work and in assisting boats through to tide-water at the close of navigation.

During the past year there has been made at and furnished from the State shops at Cohoes, and distributed to the different sections, manufactured material representing money value as follows:

## SECTION No. 1—ERIE.

Eight lower gates, at \$110.....	\$880 00
Five upper gates, at \$90.....	450 00
Pine plank, 34,712 feet, at 2½ cents per foot.....	867 80
Oak, 9,802 feet, at 4 cents per foot.....	392 08
Hardwood plank, 6,548 feet, at 2½ cents per foot....	163 70
Georgia pine plank, 62,138 feet, at 2½ cents per foot.	1,553 45
Twenty-six valves, at \$8.....	208 00
Wrought iron, 16,342 pounds, at 6 cents per pound.	980 52
Cast iron, 1,292 pounds, at 3 cents per pound.....	38 76
2,130 dock spikes, at 4 cents per pound.....	85 20
Steel, 22 pounds, at 15 cents per pound.....	3 30
Oval iron, 1,025 pounds, at 3½ cents per pound.....	35 88
Line, 389 pounds, at 12½ cents per pound.....	48 62
Twenty-nine pike hooks, at 37 cents.....	10 73
Four toe posts, two lower, at \$24; two upper, at \$20.	88 00
Three cant hooks, at 75 cents.....	2 25
Splice on toe post.....	5 00
One new scow breaker.....	475 00
Blacksmith, 146 hours, at 60 cents per hour.....	87 60
Carpenter labor .....	21 64
Common labor .....	3 00
J. M. Warren, bill.....	1 40
R. B. Wing & Son's bill.....	6 52
Cohoes Iron and Foundry Co.....	11 19
Twenty brooms, at 25 cents.....	5 00
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	\$6,424 64

## SECTION No. 2—ERIE.

Three lower lock gates, at \$110.....	\$330 00
Ten upper lock gates, at \$90.....	900 00
Twenty-six valves, at \$8.....	208 00

Pine plank, 5,288 feet, at 2½ cents per foot.....	\$132 20
Oak, 2,950 feet, at 4 cents per foot.....	118 00
Wrought iron, 7,841 pounds, at 6 cents per pound..	470 46
Cast iron, 3,108 pounds, at 3 cents per pound.....	93 24
Tumble gate castings, 400 pounds, at 5 cents per pound . . . . .	20 00
Dock spikes, 120 pounds, at 4 cents per pound....	4 80
Portland cement, 9 barrels, at \$2.30 per barrel....	20 70
Sixteen centers, at \$1.50.....	24 00
One toe post.....	24 00
Eighteen brooms, at 25 cents.....	4 50
Twenty pike hooks.....	7 60
Kerosene oil, 10 gallons.....	1 00
Machine work .....	8 69
Carpenter work on ice breaker.....	16 80
Georgia pine, 132 feet, at 3 cents per foot.....	3 96
Waste, 11 pounds, at 8 cents per pound.....	88
One keg 6-inch cut spikes.....	3 00
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	<b>\$2,391, 83</b>
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## SECTION No. 3—ERIE.

Fourt upper lock gates, at \$90.....	\$360 00
Twelve valves, at \$8.....	96 00
Wrought iron, 1,120 pounds, at 6 cents per pound..	67 20
Cast iron, 488 pounds, at 3 cents per pound.....	14 64
Dock spikes, 600 pounds, at 4 cents per pound.....	24 00
Steel, 25 pounds, at 15 cents per pound.....	3 75
Twenty pike hooks, at 38 cents per pound.....	7 60
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	<b>\$573 19</b>
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## SECTION No. 4—ERIE.

Four lower lock gates, at \$110.....	\$440 00
One upper lock gate.....	90 00
Twelve valves, at \$8.....	96 00
Wrought iron, 12,620 pounds, at 6 cents per pound..	637 20

Tumble gate castings, 594 pounds, at 5 cents per pound .....	\$29 70
Dock spikes, 950 pounds, at 4 cents per pound.....	38 00
Tumble gate castings, 476 pounds, at 5 cents per pound .....	23 80
Cast iron castings, 4,970 pounds, at 3 cents per pound .....	149 10
Steel, 16 pounds, at 15 cents per pound.....	2 40
One tumble gate.....	100 00
One toe post.....	24 00
Four waste-weir hoists (620 pounds).....	48 00
Four waste-weir hoists (not new).....	20 00
One hollow quoin.....	45 00
Thirty pike hooks.....	11 10
Twelve driving bolts, at 37 cents.....	4 44
Packing for Ilion lift bridge.....	3 85
Spruce, 140 feet, at 2.74 cents per foot.....	3 15
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	\$1,765 74

## SECTION No. 1—CHAMPLAIN.

Four lower lock gates, at \$110.....	\$440 00
Eight valves, at \$8.....	64 00
Hardwood, 3,350 feet, at 2½ cents per foot.....	83 75
Hemlock, 320 feet, at 2 cents per foot.....	6 40
Oak, 823 feet, at 4 cents per foot.....	32 92
Oak plank, 1,400 feet, at 3 cents per foot.....	42 00
Georgia pine, 1,408 feet, at 3 cents per foot.....	42 24
Pine plank, 2,376 feet, at 2½ cents per foot.....	59 40
Wrought iron, 8,397 pounds, at 6 cents per pound..	503 82
Cast iron, 660 pounds, at 3 cents per pound.....	19 80
Tumble gate castings, 593 pounds, at 5 cents per pound .....	29 65
Steel, 24 pounds, at 15 cents per pound.....	3 60
Dock spikes, 1,300 pounds, at 4 cents per pound....	52 00
Portland cement, 85 barrels, at \$2.30 per barrel....	195 50
Blacksmith, 10 hours.....	6 00

Two toe posts .....	\$48 00
Extra labor on gates at side cut.....	12 00
Cohoes Iron Foundry, bill.....	3 95
Eighteen brooms, at 25 cents.....	4 50
One grout pump.....	16 00
One iron ladder (425 pounds).....	7 00
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	<b>\$1,672 53</b>
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## SECTION No. 2—CHAMPLAIN.

Two lower lock gates, at \$110.....	\$220 00
Two upper lock gates, at \$90.....	180 00
Eight valves, at \$8.....	64 00
Maple plank, 5,000 feet, at 2½ cents per foot.....	125 00
Wrought iron, 3,097 pounds, at 6 cents per pound..	185 82
Dock spikes, 2,075 pounds, at 4 cents per pound...	83 00
Cast iron, 500 pounds, at 3 cents per pound.....	15 00
New iron, 599 pounds, at 3.20 cents.....	19 16
Six waste weir hoists, complète.....	72 00
Three waste weir hoists, new.....	30 00
Three waste weir hoists, old.....	15 00
Blacksmith, 18 hours, at 60 cents per hour.....	10 80
Twenty-five pike hooks and ferrules, at 37 cents....	9 25
Six driving bolts, at 37 cents.....	2 22
One grout pump.....	16 00
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	<b>\$1,047 25</b>
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## SECTION No. 3—CHAMPLAIN.

Oak plank, 5,000 feet, at 3 cents per foot.....	\$150 00
Wrought iron, 928 pounds, at 6 cents per pound...	55 68
Dock spikes, 4,955 pounds, at 4 cents per pound....	198 20
Cast iron, 300 pounds, at 3 cents per pound.....	9 00
Burlap, 647 yards, at 12½ cents per yard.....	80 87
Six small gears.....	2 00
One shackle bar.....	5 00

Five cold chisels.....	\$1 00
Grease for engine.....	1 00
One grout pump.....	16 00
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	\$518 75
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## DREDGE No. 1.

Georgia pine, 706 feet, at 3 cents per foot.....	\$21 18
Oak, 548 feet, at 4 cents per foot.....	21 92
Wrought iron, 245 pounds, at 6 cents per pound....	14 70
Steel, 25 pounds, at 15 cents per pound.....	3 75
Lime, 240 pounds, at 12½ per pound.....	30 00
Black oil, 10 gallons, at 30 cents per gallon.....	3 00
Kerosene oil, 19 gallons, at 10 cents per gallon....	1 90
One gallon brown oil.....	25
Linseed oil, 8 gallons, at 50 cents per gallon.....	4 00
Pine plank, 60 feet, at 2½ cents per foot.....	1 50
White paint, 26 gallons, at \$1 per gallon.....	26 00
Eight brooms, at 25 cents.....	2 00
Blacksmith, 11 hours, at 60 cents per hour.....	6 60
Repairing mud scow, 9 days, at \$2.40 per day.....	21 60
Two pair tongs.....	1 20
One swedge .....	1 25
One fuller .....	75
Five pair tongs for blacksmith's tools.....	12 00
H. E. Bottom's bill.....	70
Cohoes Iron and Foundry Co., bill.....	5 63
125-pound anvil, at 9 cents per pound.....	11 88
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	\$191 81
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## DREDGE No. 2.

Blacksmith work, 21 hours, at 60 cents per hour...	\$12 60
Wrought iron, 99 pounds, at 6 cents per pound....	5 94
Cast iron, 20 pounds, at 3 cents per pound.....	60
Paint, 7 gallons, at \$1 per gallon.....	7 00
One rowboat .....	20 00

Machine oil, 5 gallons, at 60 cents per gallon.....	\$3 00
Kerosene oil, 20 gallons, at 10 cents per gallon.....	2 00
Waste, 10 pounds, at 8 cents per pound.....	80
Paint, 5 gallons, at \$1 per gallon.....	5 00
Cylinder oil, 5 gallons, at 50 cents per gallon.....	2 50
Boiled oil, 3 gallons, at 67 cents per gallon.....	2 01
Black oil, 15 gallons, at 30 cents per gallon.....	4 50
Brown oil, 4 gallons, at 25 cents per gallon.....	1 00
Line, 283 pounds, at 12½ cents per pound.....	35 37
Lumber as per Travis' bill.....	9 37
Pipe and fittings, H. E. Bottom.....	4 47
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	\$116 16
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## TROY DAM.

Pine plank, 2,981 feet, at 2½ cents per foot.....	\$74 52
Georgia pine plank, 648 feet, at 3 cents per foot....	19 44
Dock spikes, 2,479 pounds, at 4 cents per pound....	99 16
Cast steel, 26 pounds, at 15 cents per pound.....	3 90
Blacksmith's work, 8 hours, at 60 cents per hour...	4 80
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	\$201 82
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## EASTERN DIVISION.

One new boat, G. N. Southwick.....	\$1,100 00
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## TUG GEO. W. ALDRIDGE.

Twelve brooms, at 25 cents.....	\$3 00
Lard oil, 20 gallons, at 54 cents per gallon.....	10 80
Kerosene oil, 17 gallons, at 10 cents per gallon....	1 70
Cylinder oil, 25 gallons, at 50 cents per gallon.....	12 50
Boiled oil, 5 gallons, at 67 cents per gallon.....	3 35
Line, 20 pounds, at 12½ cents per pound.....	2 50
Steel, 24 pounds, at 15 cents per pound.....	3 60
Waste, 10 pounds, at 8 cents per pound.....	80
Two blankets, at \$2.....	4 00
Crandall's bill .....	5 12
Bonesteel's bill .....	28
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	\$47 65
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Following is the amount of each section, dredge, etc., on the Eastern Division:

Tug Geo. W. Aldridge.....	\$47 65
Section No. 1, Erie.....	6,424 64
Section No. 2, Erie.....	2,391 83
Section No. 3, Erie.....	573 19
Section No. 4, Erie.....	1,765 74
Section No. 1, Champlain.....	1,672 53
Section No. 2, Champlain.....	1,047 25
Section No. 3, Champlain.....	518 75
Dredge No. 1.....	191 81
Dredge No. 2.....	116 16
Troy dam .....	201 82
Eastern Division, State boat G. N. Southwick.....	1,100 00
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	\$16,051 37
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The following is a summary of expenditures of the Eastern Division of the canals from October 1, 1899, to September 30, 1900:

Eastern Division office.....	\$3,602 19
Eastern Division .....	59,600 35
Section No. 1, Erie canal.....	6,614 32
Section No. 2, Erie canal.....	28,234 44
Section No. 3, Erie canal.....	16,550 43
Section No. 4, Erie canal.....	15,185 51
Section No. 1, Champlain canal.....	25,360 29
Section No. 2, Champlain canal.....	11,403 37
Section No. 3, Champlain canal.....	8,770 73
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	\$175,321 63
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The expenditures made on this division will be found in an itemized statement attached to this report.

JOHN N. PARKER,  
*Assistant Superintendent of Public Works.*

**DETAILED STATEMENT OF expenditures on the Eastern Divisions of the Canals, by John N. Parker, Assistant Superintendent of Public Works, from October 1, 1899, to September 30, 1900, both inclusive.**

FOR WHAT EXPENDED.	Office.	Division.	ERIE CANAL.				CHAMPLAIN CANAL.			
			Section 1.	Section 2.	Section 3.	Section 4.	Section 1.	Section 2.	Section 3.	Section 4.
Blacksmithing.....			\$19 00	\$227 68	\$188 70	\$188 18	\$110 20	\$97 30		\$41 66
Buying dead animals.....				4 00	14 00	116 00				
Clerk's salary of.....	\$1,733 34									
Cement.....		\$175 00		2,360 40	574 16	719 44	1,684 15	959 54		382 10
Coal, all uses.....		8,128 42	98 70	78 14	14 81	78 63	98 14	68 83		404 48
Electric lighting.....		9,307 63	186 66	1,063 89	450 36	675 79	716 41	463 73		153 85
Hardware, iron castings, etc.....										386 43
Ice breaking.....										
Lumber and timber (Cohoes shop).....		8,039 63								
Lumber and timber for sections.....		11,955 74	686 89	3,943 70	3,525 33	3,639 57	3,768 04	3,534 57		2,996 80
Labor and team work.....		12,838 46	5,118 63	17,251 63	11,008 69	8,109 83	17,807 30	4,844 36		8,377 49
Labor, skilled (Cohoes shop).....		5,393 44								
Merchandise, general.....		1,770 90	50 89	408 44	118 63					
Miscellaneous expenses.....		401 44	1 50	15 50	45 25					
Oil for lamps.....			356 00	126 00	98 00	154 00	134 00	243 61		70 10
Paints, painting, oil, etc.....		3,793 75	4 33	433 60	49 80	14 11	339 12	5 25		11 63
Postage.....	60 00		63 72	122 45	209 18	267 57	43 71	49 30		601 80
Repairs to tugs, dredges and scows.....		591 09								
Repairs to State shop (Cohoes) new roof.....		241 13		265 00			200 00			
Rent, State shop, etc.....		894 40		895 26	103 88	449 87	168 80	45 04		35 03
Ropes, lines, etc.....		139 09		38 55						
Supplies to tugs, dredges and scows.....		19 70								
Stationery, printing, etc.....	22 06									
Stenographer and typewriter.....	921 89									
Sand, gravel and clay.....			3 00	469 47	30 38	28 00	286 45	7 10		23 90
Telephone and telegraph service.....			35 00	440 63		58 32	49 80	885 15		
Tolls.....				139 54	35 15	267 97	212 06	45 10		35 13
Transportation, freight and express.....		104 57		43 71	81 23	139 83	16 00	47 97		163 83
Towing.....		569 83								8 00
<b>Total</b> .....	\$3,602 19	\$59,600 35	\$6,614 32	\$28,284 44	\$16,550 43	\$15,185 51	\$25,360 29	\$11,408 37		\$3,770 73
<b>Grand total</b> .....										\$175,321 63

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 1 of the Erie canal, under the charge of Jacob M. Grass, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Total, new and old.
Locks . . . . .	24	\$1,030 64
Lock tending (exclusive of oil) . . . . .		44,753 62
Lock gates . . . . .	186	
Aqueducts . . . . .	1	
Waste-weirs . . . . .	7	
Culverts . . . . .	16	
Weigh-locks . . . . .	2	
Farm bridges (wood) . . . . .	6	
Farm bridges (iron) . . . . .	5	
Road bridges (wood) . . . . .	4	5,231 06
Road bridges (iron) . . . . .	22	
Towpath bridges (wood) . . . . .	2	
Towpath bridges (iron) . . . . .	2	
State scows . . . . .	2	
Ice breakers . . . . .	1	
Under-water excavators . . . . .	2	
Lockhouses . . . . .	6	
Workshops . . . . .	1	
Watchhouses . . . . .	24	
Storehouses . . . . .	2	
Timber sheds . . . . .	1	
Raising and repairing towpath and berme bank, not including repairs to slope walls . . . . .		100 50
Cleaning out bottom of canal during spring repairs . . . . .		300 00
Dams (1,600 feet) . . . . .	1	
Slope walls . . . . .		195 38
Docking . . . . .		300 00
Watching canal . . . . .		3,530 64
Disbursing clerk . . . . .		660 00
Publishing extracts of expenditures . . . . .		90 95
Total . . . . .		\$56,192 79

All locks, together with their machinery, have been painted, also lockhouses. Locks Nos. 1 to 18, inclusive, on the Erie, and locks Nos. 1, 2, 3, Champlain, underwent repairs.

All bridges have been painted, replanked and repaired. Seventy new snubbing posts have been set. The towing-path has been scraped and graveled, and is in fine condition. The brush and trees and weeds along the sides have been cut and burned twice this season. Twenty-seven thousand feet of new docking has been put in and old docking repaired. The only detention to navigation was about five hours, caused by sunken boats. The levels have been kept full the entire season. The vertical and slope walls have been repaired and rebuilt when necessary.

Three boats, sunk during the season, were taken care of with slight expense to the State and to the boatmen.

#### RECOMMENDATIONS.

It is recommended that 800 feet of new wall be built between locks 1 and 2, at Albany, on the towing-path side, as the walls are in a bad condition; also 2,000 feet of docking at the same place. The swing bridge at Watervliet side cut should be replaced with another kind of bridge, as it is impossible to keep the present structure in repair; also the Seventh street bridge, Watervliet, should be rebuilt.

JACOB M. GRASS,  
*Superintendent.*

ANNUAL REPORT, *showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on the line of the canal under the charge of James B. McKain, superintendent of repairs for section 2 of Erie canal, during the 365 days ended September 30, 1900.*

STRUCTURES OR WORKS, ETC,	Whole number on section.	Cost of repairs of old.	Total, new and old.
Locks .....	9	\$1,530 35	\$1,530 35
Lock tending (exclusive of oil) .....	.....	.....	16,591 37
Lock gates .....	74	.....	.....
Aqueducts .....	3	.....	.....
Waste-weirs .....	2	.....	.....
Culverts .....	18	.....	.....
Farm bridges (wood).....	47	.....	4,419 73
Farm bridges (iron).....			
Road bridges (wood).....			
Road bridges (iron).....			
Towing-path bridges (wood).	.....	.....	.....
Towing-path bridges (iron)..			
State scows .....	4	.....	.....
Ice breakers .....	2	.....	.....
Lockhouses .....	3	.....	.....
Workshop .....	1	.....	.....
Watchhouses .....	10	.....	.....
Storehouses .....	1	.....	.....
Raising and repairing towing-path and berme bank, not including repairs on slope wall .....	.....	.....	2,746 14
Watching canal .....	.....	.....	1,867 61
Other work of consequence which does not come under any of the above heads, viz.:	.....	.....	.....
Watching State houses.....	.....	.....	380 00
Service of diver.....	.....	.....	322 38
Services of feeder tender...	.....	.....	140 00
Bottoming out and repairing walls .....	.....	.....	1,313 88
Publishing abstract .....	.....	.....	47 50
Superintendent's salary ...	.....	.....	1,500 00
<b>Total .....</b>	.....	.....	<b>\$30,858 96</b>

## IMPROVEMENT AND REPAIRS.

The locks, together with their machinery and the lockhouses, have been repainted. In addition to this locks Nos. 19, 20, 22, 23, 24, 25, 26 and 27 underwent repairs of greater or less importance.

All bridges were also painted, and bridges Nos. 37, 38, 42, 55 and 57 were repaired. The repairs in some cases consisted of re-planking, and in others of furnishing floor timbers or needle beams, in addition to new timbers and planking.

Twenty-five new snubbing posts have been set.

As a result of work done on the towing-path the latter is in splendid condition. Not only was the towing-path graded and scraped, but the trees and brush have been cut along its sides, and weeds and grass have been cut and burned over twice during the season.

The docking facilities have been improved, especially in the city of Schenectady, where 4,000 lineal feet of new docking has been put in.

Extensive repairs to vertical and slope walls have been made, and between three and four hundred feet of new vertical wall has been built in Schenectady, in the vicinity of the locomotive works.

The only detention to navigation was that occasioned by the break which occurred at lock No. 21, on July 9th. At no time during the season, outside of the date mentioned, have boatmen experienced any trouble because of lack of water. It has been possible to maintain the levels at uniform depths during the whole season.

J. B. McKAIN,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 3 of the Erie canal, under the charge of Hiram Schuyler, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Total new and old.
Locks . . . . .	7	.....
Lock tending (exclusive of oil).....	.....	\$12,983 80
Feeder tender . . . . .	.....	562 50
Shop watch . . . . .	.....	316 00
Aqueducts . . . . .	5	.....
Clerk . . . . .	.....	600 00
Culverts . . . . .	3	.....
Weed cutting . . . . .	.....	500 25
Farm bridges (wood).....	42	.....
Farm bridges (iron).....	7	.....
Road bridges (wood).....	7	.....
Road bridges (iron).....	5	.....
Towpath bridges (wood).....	5	.....
Towpath bridges (iron).....	.....	5,789 56
State scows . . . . .	2	.....
Ice breakers . . . . .	2	.....
Lockhouses . . . . .	7	.....
Workshops . . . . .	1	.....
Watchhouses . . . . .	1	.....
Storehouses . . . . .	1	.....
Timber sheds . . . . .	1	.....
Piling machines . . . . .	1	.....
Raising and repairing towpath and berme bank, not including repairs to slope walls.....	.....	2,009 26
Cleaning out bottom of canal during spring repairs . . . . .	.....	.....
General repairs . . . . .	.....	782 73
Putting down aqueducts.....	.....	.....
Watching canal . . . . .	.....	1,670 70
Superintendent's salary . . . . .	.....	1,500 00
Publishing and filing abstract.....	.....	57 00
Total . . . . .	.....	\$26,771 80

### IMPROVEMENTS AND REPAIRS.

The locks Nos. 28, 29, 30, 31, 32, 33 and 34, with their machinery, have been put in thorough repair and have been painted.

All bridges on section No. 3 were painted, and also repaired in some cases consisting in replanking, and in others new timbers and needle beams. They are now in thorough repair.

The towpath is now in splendid condition, not only being scraped and graded, but the trees and brush have been cut along its sides; also weeds and grass have been cut and burned twice during the season.

The docking has been improved, 800 lineal feet having been laid at different points.

Repairs to slope and vertical walls were made, and the dry dock at Amsterdam was closed permanently.

The only detention to navigation was occasioned by the break through the dry vertical wall one-half mile west of lock No. 27.

It has been possible to maintain the levels at all times during the season.

### RECOMMENDATIONS.

I would recommend that the Schoharie creek feeder be thoroughly cleaned and bottomed out. Also, I would recommend the building of a new carpenter scow, as the present one is beyond repair. I would also suggest the timber docking at "Big Nose" be built new as it is in bad shape.

HIRAM SCHUYLER,

*Superintendent.*



ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 4 of the Erie canal, under the charge of Charles Wallace, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of repairs of old, etc.	Total new and old.
Locks and gates.....	22	\$2,634 26	\$2,634 26
Lock tending (exclusive of oil) .....	.....	20,475 38	20,475 38
Spillways and waste-weirs..	7	51 00	51 00
Lock gates .....	88	.....	.....
Aqueducts .....	5	142 75	142 75
Culverts .....	6	.....	.....
Farm bridges (wood).....	52	597 11	597 11
Farm bridges (iron).....			
Road bridges (wood).....			
Road bridges (iron).....			
Towpath bridges (iron)....	2	30 00	30 00
Towpath bridges (wood)....			
State scows, repainting....	2	.....	.....
Ice breakers .....	2	.....	.....
Workshops .....	2	.....	.....
Watchhouses .....	11	.....	.....
Cutting weeds .....	.....	297 78	297 78
Raising and repairing tow-path and berme bank, not including repairs to slope walls .....	.....	2,237 33	2,237 33
Cleaning out bottom of canal during spring repairs....	.....	560 87	560 87
Dams .....	1	31 50	31 50
Slope and vertical wall....	.....	60 00	60 00
Docking .....	.....	332 61	332 61
Scraping towing-path .....	.....	146 25	146 25
Watching canal and State property .....	.....	2,180 50	2,180 50
Leaks .....	.....	66 00	66 00
Disbursing clerk .....	.....	595 38	595 38
Repairs to Ilion lift bridge.	.....	46 50	46 50
Repainting and grouting locks .....	.....	329 06	329 06

ANNUAL REPORT, ETC.—(*Concluded*).

STRUCTURES OR WORKS, ETC,	Whole number on secti n.	Cost of repairs of old, etc.	Total new and old.
Paying off on section.....	.....	\$42 00	\$42 00
Publishing abstracts of ex- penditures .....	.....	80 00	80 00
Superintendent's salary ....	.....	1,500 00	1,500 00
Total .....	.....	\$32,436 28	\$32,436 28

## IMPROVEMENTS AND REPAIRS.

The locks and machinery are in good repair, the locks having all been painted.

All wooden bridges were painted, and three new bridges built.

The towing-path is in fine condition. All weeds and brush have been destroyed. It has been scraped, and quite a portion has been regraveled and graded.

Navigation was stopped for a week on account of leak at lock 45 the last of July. There were two small leaks at lock 43; navigation impeded for a few hours. At no time during the season, outside of the dates mentioned, have boatmen experienced any trouble because of lack of water. It has been possible to maintain the levels at uniform depths during the whole season.

## RECOMMENDATIONS.

I recommend that locks Nos. 37, 39, 40, 43 and 45 be rebottomed; also that locks Nos. 35, 40, 41, 42, 43, 44 and 45 be repointed. The masonry should be repaired on Indian Castle and Frankfort dry docks and Mohawk aqueduct, and an abutment should be built for bridge between locks 40 and 41.

CHARLES WALLACE,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 1 of Champlain canal, under charge of Frank B. Peck, superintendent of repairs, for the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number of section.	Total, new and old.
Locks . . . . .	11	.....
Lock tenders . . . . .	.....	\$7,805 25
Dams . . . . .	2	.....
Weigh-lock tenders . . . . .	.....	924 33
Aqueducts . . . . .	1	.....
Lock gates . . . . .	44	.....
Waste-weirs . . . . .	10	.....
Culverts . . . . .	7	.....
Weigh-locks . . . . .	1	.....
Bridges . . . . .	82	.....
General foreman . . . . .	.....	600 00
Disbursing clerk . . . . .	.....	590 00
Patrolman . . . . .	.....	585 00
Bridge tenders . . . . .	.....	868 50
Carpenters . . . . .	.....	3,798 76
State scows . . . . .	2	.....
Collector's office . . . . .	1	.....
Ice breakers . . . . .	3	.....
Spillways . . . . .	1	.....
Lockhouses . . . . .	7	.....
Workshops . . . . .	1	.....
Watchhouses . . . . .	7	.....
Storehouses . . . . .	1	.....
Teams . . . . .	.....	365 50
Raising and repairing towpath . . . . .	.....	2,873 56
Cleaning out prism of canal . . . . .	.....	525 66
Extra common labor . . . . .	.....	167 25
Watching canal . . . . .	.....	1,867 06
Publishing abstracts . . . . .	.....	58 00
Painting . . . . .	.....	40 50
Puddle trench . . . . .	.....	105 00
Vertical wall . . . . .	.....	392 66
Docking . . . . .	.....	122 50
Superintendent's salary . . . . .	.....	1,500 00
Total . . . . .	.....	\$23,189 47

### LOCKS.

During spring repairs all locks were overhauled, connecting rods straightened, new bolts put in and minor repairs made during the season; new balance beams were put in locks Nos. 1, 2, 3, 4 and 6; new caps were put on at lock No. 6 tow-path side; old gates taken out and new put in at lower combined locks Nos. 2, 3 and 4 also at lock No. 8. After navigation closed locks Nos. 5, 6, 7 and 8 were grouted and pointed to stop leaks.

### BRIDGES.

Bridges Nos. 17, 32 and 62, bridge over canal at side-cut, Waterford, and abutment at bridge No. 45, were repaired; lift bridge at Mechanicville, also bridges Nos. 26, 28, 37 and 38 were replanked; bridge No. 63 was taken down and moved to Coveville; new needle beams were put in at bridge No. 18; bridge No. 22 was raised and new needle beams were put in and the bridge was replanked; bridge No. 29 was raised and replanked and bridge No. 68 was replanked.

### FEEDERS.

During spring repairs all the feeders were cleaned and repairs made where necessary.

### WASTE-WEIRS.

A new waste-weir has been built to replace one carried away by a freshet at No. 7; also a new one at No. 4. All other waste-weirs were cleaned and minor repairs made where necessary.

State scows "Timothy L. Woodruff," "H. O. Folgef" and "Charles H. Sarle" were overhauled, caulked and painted.

A new house on east end of lift bridge at Mechanicville has been built, which enables the bridge tenders to see boats at a greater distance, thus reducing the liability of accident. All the lock houses and shanties have been overhauled and necessary repairs made.

### CUTTING BRUSH.

During the season all the weeds and brush and large trees obstructing the view at the different bends in the canal have been cut down, cleaned up and burned, on both the berme bank and tow-path side the whole length of the section.

**DREDGING.**

During the season the dredge cleaned out at sloop lock, guard lock No. 4, Northumberland at river, and several places along the section.

During the season about twenty-five snubbing posts were put in at different points along section. Several scow loads of gravel have been put on the tow-path to strengthen bank where needed.

**RECOMMENDATIONS.**

I would recommend the building of a new bridge at No. 6, known as Change bridge; also new abutments on towing-path and berme bank side of same bridge.

Respectfully submitted, -

FRANK B. PECK,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 2 of the Champlain canal, under the charge of Hiram Hyde, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks .....	19	.....	\$765 89	\$765 89
Lock tending (exclusive of oil) .....	....	.....	13,124 00	13,124 00
Lock-gates .....	64	\$92 00	758 83	850 83
Aqueducts .....	3	.....	117 12	117 12
Waste-weirs .....	5	.....	207 43	207 43
Culverts .....	9	.....	.....	.....
Sluices .....	8	.....	241 00	241 00
Farm bridges (wood)... ..	11	.....	223 38	223 38
Farm bridges (iron)....	1	.....	.....	.....
Road bridges (wood)... ..	28	512 09	584 57	1,096 66
Road bridges (iron)....	8	.....	.....	.....
Tow-path bridges(wood)	5	.....	100 97	100 97
Tow-path bridges (iron)	2	.....	.....	.....
Foot bridges (wood)... ..	21	.....	66 00	66 00
State scows .....	2	.....	42 00	42 00
Small boats .....	1	.....	.....	.....
Ice breakers .....	2	.....	.....	.....
Lock houses .....	16	.....	42 00	42 00
Workshops .....	1	.....	51 00	51 00
Watchhouses .....	1	.....	.....	.....
Timber-sheds .....	3	.....	.....	.....
Raising and repairing tow-path and berme bank, not including repairs to slope walls. ....	.....	.....	2,197 21	2,197 21
Cleaning out bottom of canal during spring repairs .....	....	.....	1,281 78	1,281 78
Cutting weeds and brush .....	....	.....	528 83	528 83
Dams (900 feet).....	1	.....	144 30	144 30
Slope wall .....	....	.....	717 37	717 37
Docking .....	....	841 50	314 35	1,155 85
Watching canal .....	....	.....	2,794 56	2,794 56

ANNUAL REPORT, ETC.—(*Concluded*).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total new and old.
Wheel-barrows .....		.....	\$24 00	\$24 00
Other miscellaneous expenditures .....	.....	.....	1,703 41	1,703 41
Other work of consequence which does not come under any of the above heads, viz.: Superintendent's salary .....	.....	.....	.....	1,500 00
Total .....	.....	.....	.....	\$28,975 59

## GENERAL REPAIRS.

The locks on this section have undergone repairs of greater or less importance. New lower gates have been placed in lock No. 1, Glens Falls feeder. New mitre sills in locks Nos. 11, 12, 13 and 14, Champlain canal. New balance beams on lock gates Nos. 11 and 12, Champlain, and Nos. 4 and 12, Glens Falls feeder. All the balance beams and lock houses have been painted.

The towing-path is in good condition as the result of scraping, grading and graveling. The trees, brush and weeds along its sides have been cut and burned.

All bridges have been repaired. Bridges Nos. 75, 86 and 102 have been rebuilt. All bridges have been painted and new guards placed at their approaches.

The docking has been repaired and about twelve hundred linear feet of new docking has been built on the twelve mile level.

Extensive repairs have been made to slope and vertical walls on the entire section.

The only detention to navigation was occasioned by the break which occurred in the Glens Falls feeder near the guard lock July 30th, which was repaired in about eight hours.

HIRAM HYDE,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 3 of the Champlain canal, under the charge of George Neddo, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks .....	8	.....	\$1,020 50	\$1,020 50
Lock tending (exclusive of oil) .....	.....	.....	.....	6,176 00
Lock-gates .....	26	.....	9 00	9 00
Waste-weirs .....	8	.....	361 75	361 75
Culverts .....	3	.....	.....	.....
Farm bridges (wood)... ..	17	.....	.....	.....
Road bridges (wood)... ..	9	\$150 00	602 75	752 75
Road bridges (iron)... ..	8	.....	.....	.....
Tow-path bridges (wood) ..	5	.....	.....	.....
Tow-path bridges (iron) ..	1	.....	.....	.....
State scows .....	2	.....	30 00	30 00
Small boats .....	2	.....	.....	.....
Ice breakers .....	2	.....	.....	.....
Lock houses .....	4	.....	.....	.....
Work-shops .....	1	.....	.....	.....
Watch-houses .....	1	.....	.....	.....
Raising and repairing tow-path and berme bank, not including repairs to slope walls .....	.....	.....	.....	2,725 80
Cleaning out bottom of canal during spring repairs .....	.....	.....	.....	440 29
Dams .....	75	183 00	.....	183 00
Slope wall .....	.....	.....	136 50	136 50
Docking .....	.....	830 00	97 25	927 25
Watching canal .....	.....	.....	.....	1,521 50
Public abstracts .....	.....	.....	.....	42 00
Other work of conse- quence which does not come under any of the above heads, viz.: Single horse for in- specting canals, etc.. ..	.....	.....	.....	200 00



ANNUAL REPORT, ETC.—(*Concluded*)

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total new and old.
Disbursing clerk, documentary work, etc..	....	.....	.....	\$480 00
Cutting brush, weeds, etc. ....	....	.....	.....	150 00
Total .....	....	.....	.....	\$15,156 34

Locks Nos. 16 and 17, at Fort Ann were concreted. The walls of lock No. 21, at Whitehall were chipped and pointed with liquid cement. Other locks were cleared out and repaired.

A new foot-bridge was erected south of the lock house in Fort Ann village. A new abutment was built at the Kinner bridge this spring. The others have been kept in condition to sustain heavy traffic.

The greatest improvement I have to report is, that four lineal miles of tow-path along the creek have been covered with crushed stone. It is believed that this treatment will be effective against spring floods. The towing-path along the entire length of the five-mile level has been graded and graveled.

Last spring 1,640 lineal feet of new docking was built; 840 feet at Whitehall and 800 feet at Fort Ann village.

The old "Log Dam," near the Guard lock, was replaced by a substantial new structure formed of milled timber. The length of the new dam is 125 feet.

I have to report seven sunken boats this season. In no instance was navigation seriously interrupted. The buildings and various structures on this section are for the most part in good condition.

The brush and weeds were cut on both banks this fall, giving boatmen a much better view on curves,

**RECOMMENDATIONS.**

I would recommend that the stone crusher be put in operation again on this section, where necessity for its use is clearly indicated.

Respectfully submitted,

**GEORGE NEDDO,**

*Superintendent.*

# MIDDLE DIVISION.

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SYRACUSE, N. Y., December 18, 1900.

HON. JOHN N. PARTRIDGE, *Superintendent of Public Works, Albany, N. Y.*:

Dear Sir.—The annual report for the Middle Division of the New York State canals is herewith submitted.

The Middle Division comprises three sections of the Erie canal, 5, 6 and 7, covering about ninety-seven miles in distance; sections 1 and 2 of the Black River canal, a distance of seventy-eight miles; sections 1 and 2 Oswego canal, covering thirty-eight miles in distance; the Cayuga and Seneca canal, covering a distance of twenty-three miles of canal proper. While Cayuga and Seneca lakes are not properly or legally portions of the canal system of the State, both are navigated to quite an extent by canal boats, and at either end of each are inlets and outlets, designed and maintained by State authority for the benefit and convenience of canal traffic.

The aggregate length of navigable canals and rivers upon this division, including sixty-seven miles of sidecuts and navigable feeders is 303 miles.

There are 159 locks, 23 aqueducts, 137 culverts, 148 waste-weirs and spillways, 42 dams, 455 bridges and 8 repair shops upon the division.

A larger amount of work has been done upon the Middle Division in the past year than ever before known. The reservoir system in the Adirondack region and in Madison county has been thoroughly repaired, improved and renewed.

## IMPROVEMENT TO TOWING-PATH.

About thirty-five miles of towing-path between Clay Street bridge Utica, and a point one-half mile west of lock No. 47, Syracuse, N. Y., has been scraped, widened and graded where neces-

sary, and 15,000 cubic yards of gravel spread, graded and rolled during the summer and autumn months.

#### SHEET PILING.

Between 4,000 and 5,000 feet of sheet piling was driven in the westerly bank of the Orville feeder to stop leakage through the structure and preserving the feed from the Jamesville reservoir. The result gives evidence that the work was very effective. This work should be still further carried toward the reservoir the coming season.

#### WATER SUPPLY.

The water supply has been abundant during the entire year, and the levels have been well and easily kept to a maximum height throughout.

#### CONCLUSION.

All examinations of improvement work show that said work has been well performed and in an economical and substantial manner.

A financial table showing the total expenditures under ordinary repairs during the fiscal year is appended hereto.

Respectfully submitted,

THOMAS WHEELER,

*Assistant Superintendent.*

**DETAILED STATEMENT of expenditures on the Middle Division of the New York State Canals by Thomas Wheeler,  
Assistant Superintendent of Public Works, from October 1, 1899, to September 30, 1900.**

MATERIALS.	ERIE CANAL.			Middle Division.	OSWEGO CANAL.		Cayuga and Seneca.	BLACK RIVER CANAL.		Office expenses.	Totals.
	Sec. 5.	Sec. 6.	Sec. 7.		Sec. 1.	Sec. 2.		Sec. 1.	Sec. 2.		
Mechanists' and blacksmiths' work on bridges, etc.	\$1,823 04	\$1,671 26	\$185 41	\$211 12	\$296 01	\$808 12	\$121 43	\$98 93	\$33 60	.....	\$4,798 92
Buying and hiring	45 18	.....	2 00	.....	6 45	.....	.....	.....	.....	.....	1,649 70
Clerk for all purposes.	130 00	13 14	.....	1,412 72	.....	.....	.....	.....	168 80	\$3,343 12	3,463 12
Light for locks	6 80	159 07	.....	.....	.....	.....	54 51	.....	.....	.....	230 33
Hardware, castings, rope, paint, etc.	685 54	1,538 69	1,072 20	263 17	802 35	132 03	402 97	971 15	690 44	.....	6,178 54
Lumber for structures	6,413 77	4,940 86	9,437 20	21 29	531 15	3,485 63	2,854 54	4,612 17	929 37	.....	32,860 38
Labor and team work	8,784 97	2,938 45	8,347 54	14,000 26	24 00	696 90	508 45	2,865 24	1,741 84	.....	29,153 65
Reservoir and feeder tending	1,235 00	1,180 00	206 50	.....	.....	.....	.....	2,132 68	.....	.....	4,753 08
Stone, sand, lime, cement, etc.	28 95	154 55	51 23	.....	59 50	15 00	35 35	42 75	141 40	.....	538 63
Stationery, stamps, water, light, heat, etc.	8 00	40 00	.....	.....	.....	.....	1 35	.....	.....	448 04	492 39
Telephone and telegraph	157 18	52 80	35 24	2,643 12	.....	23 70	27 19	45 03	.....	428 53	2,642 12
<b>Totals</b>	<b>\$13,812 43</b>	<b>\$12,463 32</b>	<b>\$14,326 32</b>	<b>\$18,570 68</b>	<b>\$1,839 46</b>	<b>\$5,211 88</b>	<b>\$3,535 69</b>	<b>\$10,267 85</b>	<b>\$3,754 85</b>	<b>\$4,303 99</b>	<b>\$87,510 97</b>

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 5 of the Erie canal, under the charge of S. C. Waterman, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks .....	1	.....	\$10 02	\$10 02
Lock tending (exclusive of oil) .....	.....	.....	1,924 82	1,924 82
Lock gates .....	8	.....	4 80	4 80
Aqueducts .....	3	.....	150 26	150 26
Waste-weirs .....	4	.....	24 05	24 05
Culverts .....	38	.....	201 40	201 40
Weigh-locks .....	.....	.....	60 00	60 00
Farm bridges (wood)..	.....	\$894 20	139 69	1,033 89
Road bridges (wood)...	.....	.....	288 81	288 81
Road bridges (iron)....	86	.....	1,619 89	1,619 89
Tow-path bridges (wood)	.....	.....	20 02	20 02
Tow-path bridges (iron)	.....	.....	2 31	2 31
State scows .....	2	.....	142 51	142 51
Small boats .....	1	.....	.....	.....
Lock houses .....	1	.....	.....	.....
Workshops .....	2	.....	.....	.....
Watchhouses .....	1	.....	.....	.....
Storehouses .....	1	.....	.....	.....
Timber sheds .....	1	.....	.....	.....
Raising and repairing tow-path and berme bank, not including repairs to slope walls	.....	.....	1,972 04	1,972 04
Cleaning out bottom of canal during spring repairs .....	.....	.....	294 86	294 86
Slope wall .....	.....	.....	104 84	104 84
Docking .....	.....	.....	987 64	987 64
Repairs of breaches....	.....	.....	88 83	88 83
Watching canal .....	.....	.....	2,775 49	2,775 49
Wheel-barrows .....	.....	4 80	15 73	20 53

ANNUAL REPORT, ETC.—(*Concluded*).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total new and old.
Other work of consequence which does not come under any of the above heads, viz.:				
Making and setting snubbing posts .....	.....	.....	\$110 30	\$110 30
Transferring, unloading and piling lumber....	.....	.....	366 31	366 31
Removing sunken boats .....	.....	.....	376 51	376 51
Cleaning office .....	.....	.....	33 00	33 00
Erecting and removing barriers from tow-path .....	.....	.....	92 70	92 70
Cleaning out ditches...	.....	.....	97 55	97 55
Repairing vertical walls .....	.....	.....	111 25	111 25
Cutting weeds on section .....	.....	.....	325 93	325 93
Lift-bridge tending ...	.....	.....	1,584 60	1,584 60
Transferring path roller and old iron.....	.....	.....	44 47	44 47
Repairing bulkhead and feeder gates .....	.....	.....	4 47	4 47
Team for superintendents .....	.....	.....	80 50	80 50
Repairs on gravel scow. ....	.....	.....	6 84	6 84
Other miscellaneous labor .....	.....	.....	99 78	99 78
Disbursing clerk .....	.....	.....	600 00	600 00
Publishing abstracts ..	.....	.....	62 00	62 00
Notary's fees .....	.....	.....	18 00	18 00
Superintendent's salary .....	.....	.....	1,500 00	1,500 00
Total .....	.....	.....	.....	\$17,241 22

## BOTTOMING OUT.

This section was cleaned of refuse and sand bars and other obstructions to navigation were removed. Docking and walls have been repaired where most necessary. Both State scows have been repaired and painted. There have been no breaches of consequence on this section during this fiscal year. A new tin roof has been put on the weigh-lock building.

Tefft's and Kurley's farm bridges have been rebuilt and the following bridges replanked: Nos. 7, 9, 22, 24, 28, 35, 37, 39, 40½ and 63. Sidewalks have been replanked on bridges Nos. 10, 12 and 28. A new pier was built under the south end of Cornelia street foot bridge, Utica. A new tender's house has been built at John Street bridge, Utica, and a new tin roof put on the tender's house at Hotel Street bridge, Utica. Two new farm bridges are framed and on hand ready to be set up. New joists, steps, railings, etc., have been put on bridges where needed.

An average depth of seven feet of water was maintained during the season except during the latter part of August and the fore part of September, when the average fell a little owing to the continued drouth.

Boat "Edward Shanahan," salt laden, sank about three miles east of Rome on September 15th. About ten tons of salt was removed, which allowed the boat to rise and proceed with no delay to navigation.

## NAVIGATION.

On July 11th, 12th, 13th, also from July 29th to August 5th, navigation was practically at a standstill on the nine mile level, owing to repairs being made to the locks on section 4, which in the first instance caused a great leakage of water, and in the second instance the level was drawn off, and on account of low water in the reservoirs it took nearly a week to fill the nine mile level and the levels below dependent on section 5 for their water supply.

## RECOMMENDATIONS.

The cables on John and Hotel street bridges, Utica, should be replaced with new ones, the old cables having become unsafe on account of rust and long use. All iron work on both bridges should be scraped and repainted. Genesee street bridge, Utica,



should have a general overhauling, new air pipes put in and the bridge and pipes repainted. A new mason wall should be built on the berme bank between John street and Genesee street, Utica, as so much freight is loaded and unloaded at this dock there is danger of the wall falling into the canal. A new mason wall should also be built from Catherine street bridge to the new wall at Thorne's storehouse near John street, Utica.

A new dry wall about 150 feet long should be laid up on the towing-path side at New London and about fifty feet of dry wall on the berme side at Durhamville. New abutments should be built under Doxtater avenue bridge in the city of Rome, also under Grove Springs bridge. Bridge No. 40½ should be rebuilt entire, including new butments.

S. C. WATERMAN,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 6 of the Erie canal, under the charge of A. R. Thompson, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks .....	4	.....	\$744 37	.....
Lock tending (exclusive of oil) .....	....	.....	7,817 81	.....
Lock gates .....	....	\$576 00	.....	.....
Aqueducts .....	4	.....	.....	.....
Waste-weirs .....	5	.....	.....	.....
Culverts .....	15	.....	219 99	.....
Weigh-locks .....	1	.....	.....	.....
Farm bridges (wood)...	7	159 25	1,789 39	
Farm bridges (iron)....	1			
Road bridges (wood)...	14			
Road bridges (iron)....	22			
Tow-path bridges (wood)	2			
Tow-path bridges (iron)	1			
State scows .....	2	.....	45 00	.....
Lock houses .....	4	.....	.....	.....
Workshops .....	1	.....	.....	.....
Watchhouses .....	1	.....	.....	.....
Raising and repairing tow-path and berme bank, not including repair to slope walls.	....	.....	1,816 32	.....
Cleaning out bottom of canal during spring repairs .....	....	.....	141 00	.....
Dams (963½ feet).....	....	.....	.....	.....
Slope wall .....	....	.....	192 50	.....
Repairs of breaches....	....	.....	106 24	.....
Watching canal .....	....	.....	1,903 98	.....
Other work of conse- quence which does not come under any of the above heads, viz.:				
Watching State shop and yard .....	....	.....	1,380 24	.....

ANNUAL REPORT, ETC.—(*Concluded*).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Removing sunken boats	....	.....	\$152 09	.....
Unloading and stacking lumber .....	....	.....	521 20	.....
Cutting weeds and brush .....	....	.....	809 07	.....
Repairing feeders .....	....	.....	224 05	.....
Setting snubbing posts.	....	.....	36 00	.....
Building boats for Black River canal...	....	.....	424 94	.....
Building pile drivers for Middle Division..	....	.....	199 00	.....
Setting up driver and driving piles, Orville feeder .....	....	.....	146 00	.....
Making drift bolts for section 2, Oswego canal .....	....	.....	18 00	.....
Taking apart and stor- ing in State yard the old iron bridge from Canastota .....	....	.....	15 75	.....
Salary disbursing clerk.	....	.....	400 00	.....
Salary mechanical bridge inspector .....	....	.....	227 00	.....
Publishing and filing abstract .....	....	.....	99 72	.....
Superintendent's salary	....	.....	1,500 00	.....
Total . . . . .	....	\$735 25	\$20,929 66	\$21,664 91

The following work has been performed on structures during the year:

Bridges.—Nineteen have had new joists and new plank. Three have had new sidewalks; and eleven have had minor repairs made on them. No. 79 and Dunlap's road bridge over Orville feeder have been replaced by new structures.

Locks. No. 47 has had two new lower gates, one new tumble gate, one new deck and new frame, and new machinery frame. No. 48 has had new machinery frame. No. 49 has had four new upper gates. No. 50 has had minor repairs. All lockhouses have been painted.

Culverts. Nos. 42, 44, 45, 56 and 59 have been cleaned.

Brush and weeds have been cut on both sides of the canal and feeders.

Navigation has been uninterrupted during the season.

A. R. THOMPSON,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 7 of the Erie canal, under the charge of L. H. King, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks . . . . .	4	.....	\$684 85	\$684 85
Lock tending (exclusive of oil) . . . . .	....	.....	.....	4,281 46
Making back fills. ....	....	.....	414 09	414 09
Lock gates . . . . .	16	.....	89 34	89 34
Aqueducts . . . . .	5	.....	144 88	144 88
Waste-weirs . . . . .	3	.....	.....	.....
Culverts . . . . .	21	.....	.....	.....
Removing stone from banks . . . . .	....	.....	180 78	180 78
Farm bridges (wood)..	3	} .....	723 64	723 64
Foot bridges (iron)....	1			
Road bridges (wood)...	10			
Road bridges (iron)....	12			
Tow-path bridges (wood)	2	} .....	7 50	7-50
State scows . . . . .	1			
Small boats . . . . .	1			
Ice breakers . . . . .	1			
Lockhouses . . . . .	2	.....	.....	.....
Workshops . . . . .	1	.....	76 61	76 61
Watchhouses . . . . .	2	.....	.....	.....
Repairing feeders and feeder gates . . . . .	....	.....	242 84	242 84
Bridge stairs . . . . .	....	\$16 77	.....	16 77
Raising sunken boats..	....	.....	.....	194 62
Raising and repairing tow-path and berme bank, not including repairs to slope walls	....	.....	276 41	276 41
Dams (257 feet).....	4	.....	.....	.....
Slope wall . . . . .	....	.....	550 14	550 14
Docking . . . . .	....	251 54	.....	251 54
Repairs of leaks . . . . .	....	.....	87 73	87 73

## ANNUAL REPORT, ETC.—(Concluded).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Watching canal and feeders .....	....	.....	.....	\$1,510 13
Wheelbarrows .....	....	.....	\$37 50	37 50
Repairing and picking up tools, including shovels, picks, crow- bars, axes, etc.....	....	.....	45 00	45 00
Other work of conse- quence which does not come under any of the above heads, viz.:				
Publishing and filing abstract of expenses, October 1, 1899, to September 30, 1900..	....	.....	.....	85 25
Disbursing clerk's sal- ary, October 1, 1899, to September 30, 1900 .....	....	.....	.....	425 00
Mowing grass and weeds, and cutting eel grass .....	....	.....	.....	388 23
Constructing gravel car and track .....	....	.....	.....	116 35
Setting snubbing posts.	....	\$33 52	.....	33 52
Drawing, picking up and piling lumber at State yard and other places .....	....	.....	.....	324 49
Superintendent's salary, October 1, 1899, to September 30, 1900..	....	.....	.....	1,500 00
Total .....	....	.....	.....	\$12,688 67

## LOCKS.

An important item in spring repair work was the pointing of locks 51 and 52 with Portland cement mortar. Minor repairs placed these structures in first class condition. New mitre-sills should be placed at the head of lock 52, and the breast wall repaired to prevent leakage now extant.

Bridge No. 125 was replaced by a new structure. With the exception of two, every bridge on the section has been repainted. These structures are in good condition.

New paddles and frame were placed in the Skaneateles feeder at Jordan. The bottom was cleared and grate thoroughly repaired. Owasco feeder was repaired by strengthening the banks and repairing the houses, grates and paddles at Port Byron, also at dam No. 1 at the foot of the lake. The masonry at this point was repointed, the house and flush boards were painted.

At various points along the section slope walls were relaid. This work was confined to the tow-path wall where it had been breached. Attention is called to the fact that breaches in the wall frequently occur wherever new wall was laid upon the old during the improvement.

A leak at the old mill in Montezuma and another at Centerport aqueduct were temporarily stopped. The wall at these points should be relaid in the spring. A leak at Montezuma dry dock was also successfully stopped. Several leaks of minor importance have been repaired.

Sluices have been placed at several points where necessary.

An abandoned boat was removed from Athwart Putnam's creek feeder and another removed from the prism during spring repairs.

The towing-path was placed in fairly good condition by scraping in the spring, but it should be thoroughly scraped in the spring along the entire section. This is necessary because the tread-path forms a gutter outside the pavement or roll which retains water in the wet season. Considerable graveling has been done during the season.

The eel grass was cut in Owasco feeder; the dock at May's Point cleared of stone; snubbing posts were set at various places; lumber piled in the State yard; banks strengthened where necessary.

The regular force has been employed on work progressing under special appropriation to a considerable extent whenever economy demanded; that is, the State scow was utilized in making fills, grades, boating stone and other material when necessary to save the expense of teams. The dam at mouth of Skaneateles feeder should be repaired to prevent waste of water. Repairs should also be made to the Owasco feeder dam at Hayden's. The wall at the mouth of Carpenter's brook feeder should be rebuilt; also at mouth of receiver at Centerport.

Very respectfully submitted,

L. H. KING,  
*Superintendent*



ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 1 of the Oswego canal, under the charge of Irving A. Freeman, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORK, ETC.	Whole number on section.	Cost of repairs of old, etc.
Locks . . . . .	6	\$898 77
Lock tending (exclusive of oil) . . . . .		3,188 44
Lock-gates . . . . .	28	.....
Aqueducts . . . . .	5	71 73
Waste-weirs . . . . .	5	100 00
Culverts and sluiceways . . . . .	27	29 61
Farm bridges (wood, float) . . . . .	1	.....
Road bridges (wood) . . . . .	13	400 00
Road bridges (iron) . . . . .	9	357 90
Tow-path bridges (wood) . . . . .	2	.....
State scows . . . . .	2	123 00
Small boats . . . . .	1	.....
Ice breakers . . . . .	1	.....
Under water excavators . . . . .	1	.....
Lockhouses . . . . .	5	33 00
Timber sheds . . . . .	1	.....
Piling machines, labor on division driver . . . . .		37 50
Raising and repairing tow-path and berme bank, not including repairs to slope walls . . . . .		1,329 69
Cleaning out bottom of canal during spring repairs . . . . .		167 73
Slope wall . . . . .		92 60
Docking . . . . .		562 05
Repairs of breaches . . . . .		94 52
Watching canal . . . . .		459 63
Other miscellaneous expenditures . . . . .		77 00
Other work of consequence which does not come under any of the above heads, viz.: . . . . .		
Cutting brush and weeds . . . . .		808 92
Stocking lumber . . . . .		107 33
Disbursing clerk . . . . .		400 00
Publishing abstracts . . . . .		62 00
Filing abstracts . . . . .		3 72
<b>Total . . . . .</b>		<b>\$9,405 14</b>

Bridges are in good repair. I have caused the necessary repairs, replanking, joisting, painting, etc. A new wood abutment has been built under Marsh road bridge which should be replaced by stone.

I would recommend that a new bridge be built over Bear Trap creek, on Park street, as the old one has become rotten and unsafe.

I would also recommend that a line of sheet piling twelve feet in length of pile be driven in berme bank on Liverpool level, commencing about one thousand feet west of High bank, thence west to Change bridge, known as Outlet bridge. These banks are made of loose soil and are very unsafe, and will at some future time go out and cause great damage to farm property.

It will be necessary to build four new lock-gates in lock 6, also two new gates in lock 5.

I would recommend that the stone masonry in waste-weir in the north sidecut, Salina, be relaid the coming winter, as it has been undermined by water to the extent that something must be done or abandon the cut entire.

Weeds and brush have been cut the entire length of my section, including the State ditch from Liverpool to Mud lock.

The required depth of water has been maintained during the entire season.

IRVING A. FREEMAN,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 2 of the Oswego canal, under the charge of F. M. Breed, superintendent of repairs, during the 151 days ended February 28, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Total, new and old.
Locks . . . . .	21	\$46 20
Lock tending (exclusive of oil) . . . . .		1,930 42
Lock-gates . . . . .	100	299 70
Aqueducts . . . . .	1	.....
Waste-weirs . . . . .	8	.....
Culverts . . . . .	4	.....
Road bridges (wood) . . . . .	6	} 279 79
Road bridges (iron) . . . . .	5	
Tow-path bridges (wood) . . . . .	5	
Tow-path bridges (iron) . . . . .	1	
State scows . . . . .	1	.....
Lockhouses . . . . .	18	.....
Workshops . . . . .	1	41 40
Timber sheds . . . . .	1	.....
Raising and repairing tow-path and berme bank, not including repairs to slope walls . . . . .		77 00
Drawing and piling lumber . . . . .		216 02
Dams (3,386 feet) . . . . .	7	29 62
Sluices . . . . .		59 23
Docking . . . . .		211 46
Watching canal . . . . .		165 00
Removing sunken boats . . . . .		44 42
Other miscellaneous expenditures . . . . .		10 50
Other work of consequence which does not come under any of the above heads, viz.: . . . . .		
Printing abstracts . . . . .		24 25
Recording abstracts . . . . .		5 65
Taking inventory . . . . .		7 50
Disbursing clerk . . . . .		100 00
<b>Total . . . . .</b>		<b>\$3,548 16</b>

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 2 of the Oswego canal, under the charge of D. S. Burleigh, superintendent of repairs, during the 214 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number of section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks . . . . .	21	.....	\$223 25	\$223 25
Lock tending (exclusive of oil) . . . . .	....	.....	.....	7,488 00
Lock-gates . . . . .	100	\$372 57	776 18	1,148 75
Aqueducts . . . . .	1	.....	50 63	50 63
Waste-weirs . . . . .	8	.....	.....	.....
Culverts . . . . .	4	.....	.....	.....
Road bridges (wood)...	6	.....	.....	.....
Road bridges (iron)....	5	.....	.....	.....
Tow-path bridges (wood)	5	.....	.....	.....
Tow-path bridges (iron)	1	.....	.....	.....
State scows . . . . .	1	.....	.....	.....
Lockhouses . . . . .	18	30 00	56 81	86 81
Workshops . . . . .	1	.....	38 25	38 25
Timber sheds . . . . .	1	.....	100 50	100 50
Raising and repairing tow-path and berme bank, not including repairs to slope walls.	....	.....	849 25	849 25
Dams (3,386 feet).....	7	.....	392 09	392 09
Docking . . . . .	....	.....	70 94	70 94
Watching canal . . . . .	....	.....	.....	106 31
Other miscellaneous ex- penditures . . . . .	....	.....	.....	327 17
Other work of conse- quence which does not come under any of the above heads, viz.:	....	.....	.....	.....
Mowing weeds . . . . .	....	.....	.....	247 34
Cutting brush . . . . .	....	.....	.....	526 75
Pike poles, snubbing posts and bunks ....	....	92 25	.....	92 25
Publishing abstracts ..	....	.....	.....	42 50
Recording abstracts ..	....	.....	.....	8 85
Disbursing clerk . . . . .	....	.....	.....	275 00
Total . . . . .	....	.....	.....	\$12,074 64

## LOCKS AND LOCK-GATES.

There have been three new gates and nine balance beams installed on the section. The balance beams have all been properly painted. The draw-bridge at Caughdenoy needs overhauling. All of the bridges need painting. The lockhouses have all been properly painted and repaired, excepting those at locks Nos. 13 and 15 and Caughdenoy, where new ones are needed. The timber shed at the State yard has been leveled up and shingled.

The towing-path on levels Nos. 10, 11, 13, 15 has been raised with coal ashes. The tow-path on levels Nos. 6, 7 and 16 needs to be raised. The weeds have been cut the entire length of the section and the brush cut from Three River Point to Fulton. There has been about nine hundred lineal feet of docking used on the section this season.

The dam at Oak Orchard has been repaired, new timber has been put in and 150 yards of gravel put in above the dam.

The wing wall at lock No. 13 needs rebuilding on berme bank. The berme bank on level No. 10 and the wall between the canal and the side cut lock at Fulton leak badly.

## NAVIGATION.

The required depth of water has been kept up as much as possible. On account of the exceedingly dry season the water has been very low, and factories and mills have been shut down in order to maintain navigation.

D. S. BURLEIGH,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 1 of the Black River canal, under the charge of Harvey W. Boyce, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number of section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks . . . . .	73	.....	\$2,318 47	\$2,318 47
Lock tending (exclusive of oil) . . . . .	....	.....	10,687 60	10,687 60
Lock-gates . . . . .	276	.....	.....	.....
Aqueducts . . . . .	6	.....	368 45	368 45
Waste-weirs . . . . .	9	.....	55 00	55 00
Culverts . . . . .	12	.....	472 50	472 50
Farm bridges (wood)..	18	\$171 00	628 14	799 14
Road bridges (wood)...	23			
Road bridges (iron)....	8			
Tow-path bridges (iron)	1	.....	.....	.....
State scows . . . . .	1	.....	.....	.....
Small boats . . . . .	1	.....	.....	.....
Lockhouses . . . . .	24	.....	313 70	313 70
Workshops . . . . .	2	.....	11 20	11 20
Watchhouses . . . . .	1	.....	.....	.....
Unloading timber from cars . . . . .	....	.....	122 80	122 80
Piling machines . . . . .	1	.....	.....	.....
Raising and repairing tow-path and berme bank, not including repairs to slope walls.	....	.....	791 52	791 52
Cleaning out bottom of canal during spring repairs . . . . .	....	.....	764 25	764 25
Dams . . . . .	....	.....	613 40	613 40
Docking . . . . .	....	32 50	40 73	73 23
Repairs of breaches...	....	.....	237 92	237 92
Tools, including shovels picks, crowbars, axes, etc. . . . .	....	.....	1 60	1 60
Other miscellaneous ex- penditures . . . . .	....	.....	1,451 92	1,451 92

ANNUAL REPORT, ETC.—(*Concluded*).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Other work of consequence which does not come under any of the above heads, viz.:				
Bridge tending .....	....	.....	\$620 16	\$620 16
Reservoir tending ....	....	.....	360 00	360 00
Bank watching .....	....	.....	866 93	866 93
Brush cutting and ditching .....	....	.....	505 06	505 06
Publishing abstracts ..	....	.....	65 25	65 25
Lightering boats .....	....	.....	191 99	191 99
Stone crusher .....	....	.....	307 50	307 50
Disbursing clerk .....	....	.....	375 00	375 00
Superintendent's salary .....	....	.....	1,500 00	1,500 00
Total .....	....	.....	.....	\$23,874 59

In connection with the above statement of expenditures I respectfully report as follows:

Sixteen new gates have been inserted in locks, and one new gate furnished. Forty-one new balance beams have been placed on gates. Eleven lockhouses have been newly shingled, together with other minor repairs. Sixteen lockhouses have been painted; also all balance beams from lock No. 41 to 71, inclusive, have been renewed.

The Lansingkill aqueduct has been newly bottomed and other substantial repairs made thereto.

The dams are all in good repair, excepting the Lansingkill dam which needs a new spillway.

The number of locks and sluices on this section is so large and their condition such that they are a constant source of solicitude.

Many of the lockhouses are in a poor state of repair and not in a satisfactory condition; some need reshingling, others reflooring and ceiling, and still others minor repairs.

The State shop at Boonville and North Western should be shingled and otherwise repaired.

The procuring and setting up of a stone crusher for this section was a move in the right direction. The benefits to be derived from it are numerous. It works very satisfactory.

The greater amount of shipping on the Black River canal is from Forestport, and must pass over the Forestport feeder, the thorough cleaning of which has been neglected from year to year until the sand and sediment now accumulated in its bottom is not less than five or six inches in depth.

HARVEY W. BOYCE,  
*Superintendent.*



ANNUAL REPORT, *showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 2 of the Black River canal, under the charge of Joseph F. Jones, superintendent of repairs, during the 365 days ended September 30, 1900.*

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks .....	40	.....	\$993 30	\$993 30
Lock tending (exclusive of oil) .....	.....	.....	.....	4,361 40
Lock-gates .....	130	.....	115 59	115 59
Aqueducts .....	1	.....	39 00	39 00
Waste-weirs .....	2	.....	.....	.....
Culverts .....	7	.....	.....	.....
Farm bridges (wood) ..	18	} \$242 24	476 14	718 38
Road bridges (wood) ...	6			
Road bridges (iron) ...	8			
Tow-path bridges (wood)	1			
Tow-path bridges (iron)	1			
State scows .....	1	.....	49 61	49 61
Small boats .....	2	.....	.....	.....
Lockhouses ..	13	63 91	162 45	226 36
Workshops ..	1	.....	.....	.....
Bridge houses .....	3	.....	.....	.....
Raising and repairing tow-path and berme bank, not including repairs to slope walls	....	.....	471 51	471 51
Cleaning out bottom of canal during spring repairs .....	....	.....	.....	118 25
Dams .....	....	113 08	86 50	199 58
Docking .....	....	233 09	46 49	279 58
Other work of consequence which does not come under any of the above heads, viz.:				
Hauling and piling lumber .....	....	.....	.....	68 88
Caring for State property .....	....	.....	.....	11 00
Towing wood and house boats .....	....	.....	.....	12 35

ANNUAL REPORT, ETC.—(*Concluded*).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total new and old.
Bridge tending .....	.....	.....	.....	\$1,143 00
Dredge force .....	.....	.....	.....	296 44
Publishing abstracts ..	.....	.....	.....	50 00
Notary's fees .....	.....	.....	.....	10 00
Filing abstracts .....	.....	.....	.....	3 10
Disbursing clerk .....	.....	.....	.....	325 00
Superintendent's salary	.....	.....	.....	1,200 00
Total .....	.....	.....	.....	\$10,692 33

Many of the locks on this section need repairing. A new mitre sill was put in at lock No. 81 and new balance beams at locks 80, 83, 88 and 90.

## BRIDGES.

Road and farm bridges from Boonville to Lyon Falls are in good condition. Two new farm bridges have been built.

A very uniform depth of water has been maintained during the entire season on all levels from Boonville to Lyon Falls. Owing to low water in Black river the boatmen experienced some difficulty in passing over sand-bars during the early part of the season. The dredge began work about the middle of June and the channel was kept open during the balance of the season.

## RECOMMENDATIONS.

I would respectfully recommend that lock No. 108 be overhauled, west wall rebuilt, bottom concreted and newly planked; that locks 74 and 86 be bottomed and concreted. Mitre sill wall should be rebuilt at lock 82 (Sugar river combines). Owing to the large amount of traffic over Lyon Falls river bridge the one now in use should be replaced by a new iron bridge. Illingworth bridge should have three new spans, and new gates and docking are needed at both Otter creek and Bush's Landing river locks.

JOSEPH F. JONES,  
*Superintendent.*

ANNUAL REPORT, *showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on the Cayuga and Seneca canal, under the charge of C. S. Codrington, superintendent of repairs, during the 365 days ended September 30, 1900.*

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Locks . . . . .	11	.....	\$1,295 11	\$1,295 11
Lock tending (exclusive of oil) . . . . .	22	.....	5,366 74	5,366 74
Lock-gates . . . . .	44	\$236 50	.....	236 50
Waste-weirs . . . . .	1	.....	.....	.....
Culverts . . . . .	9	.....	.....	.....
Farm bridges (wood) . .	1	} .....	367 94	367 94
Farm bridges (iron) . . .	7			
Road bridges (wood) . . .	11			
Tow-path bridges (wood)	26	.....	431 70	431 70
State scows . . . . .	1	.....	9 00	9 00
Small boats . . . . .	1	.....	.....	.....
Lockhouses . . . . .	8	.....	51 00	51 00
Workshops . . . . .	1	.....	.....	.....
Watchhouses . . . . .	8	.....	24 00	24 00
Raising and repairing tow-path and berme bank, not including repairs to slope walls. ....	.....	.....	1,364 31	1,364 31
Cleaning out bottom of canal during spring repairs . . . . .	.....	.....	54 50	54 50
Dams . . . . .	5	.....	201 75	201 75
Docking . . . . .	.....	.....	426 05	426 05
Watching canal . . . . .	4	.....	1,032 04	1,032 04
Other work of consequence which does not come under any of the above heads, viz.:				
Foreman and harbor-master . . . . .	.....	.....	532 50	532 50
Disbursing clerk and canal collector . . . . .	.....	.....	591 68	591 68

ANNUAL REPORT, ETC.—(*Concluded*).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total new and old.
Lighthouse keeper . . . .	.....	.....	\$150 00	\$150 00
Fast and sunken boats. . . .	.....	.....	185 44	185 44
Unloading and drawing lumber . . . . .	.....	.....	174 99	174 99
Publishing monthly abstracts of expenses. . . . .	.....	.....	60 00	60 00
Affidavits bi-monthly papers . . . . .	.....	.....	9 00	9 00
Bear race repairs. . . . .	.....	.....	8 00	8 00
Burns creek repairs. . . . .	.....	.....	34 72	34 72
Pike poles . . . . .	.....	\$16 00	.....	16 00
Setting snubbing posts. . . . .	.....	14 81	.....	14 81
Superintendent's salary . . . . .	.....	.....	.....	1,500 00
Total . . . . .	.....	.....	.....	\$14,137 78

During the fiscal year of the canal season ending September 30, 1900, lock No. 4, at Seneca Falls, N. Y., was relined complete. At lock No. 5, Seneca Falls, N. Y., a retaining wall of about 100 feet was built, laid in cement, and has been the means of stopping a bad leak, as well as strengthening the berme wall of said lock. This lock should be relined during the present season. Two new lock gates were placed in lock No. 9, in repairing the same it was found necessary to tear down the old watch house, and a new one built in its place. Also built new watch house at lock No. 8. One thousand feet of docking has been built on the berme bank of canal at Geneva, N. Y., made necessary by the giving way of the old docking.

C. S. CODINGTON,  
*Superintendent.*

# WESTERN DIVISION.

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OFFICE OF THE  
ASSISTANT SUPERINTENDENT OF PUBLIC WORKS  
FOR THE WESTERN DIVISION OF CANALS,  
ROCHESTER, N. Y., *December 31, 1900.*

HON. JOHN N. PARTRIDGE, *Superintendent of Public Works, Albany,  
N. Y.:*

Dear Sir.—I have the honor herewith to submit the annual report of the Western Division of canals:

The various works of improvement and repair applied to the canal during the past year and elsewhere detailed show to what extent the condition of the canal structure has been bettered.

The reconstruction of vertical and slope walls, grading and raising with gravel many miles of the towing-path; substantial repairs to stop gates, waste-weirs, culverts, and weak embankments have added largely to the security and easy use of the canal as a water-way. Such work is, however, of necessity, but a small part of the total requirement in this direction, and I desire to repeat my recommendation made last year to the effect that a general improvement is required to compensate for the failing condition generally of the now existing old canal walls and structures, provided the water-way is to be maintained at its present sectional dimensions.

In addition to the work referred to above may be enumerated, among the more important works of the year, the renewal of a number of bridges; the painting of nearly all of the bridge and lock superstructures, and improvement in drainage of lands adjacent to and affected by the canal.

Construction and repair work by department forces has been facilitated to a great degree by the addition to our equipment of a rock crushing plant; improved road machinery; a powerful steam tug and large scows for transporting materials,

The most urgent need upon this division is the rebuilding of vertical walls through the cities and villages, at the various loading docks, and west of the rock cut above Lockport. The latter work cannot reasonably be undertaken without sufficient funds to make a continuous and complete job of this long stretch of undermined and fallen vertical wall, for the reason that the preliminary expense attaching to the perfect draining of the canal, at this point, would be so large in amount as would not be justified unless some proportionate expenditure for construction were contemplated, and if some definite plan for general canal improvement be not assured within the very near future, I would recommend an appropriation of not less than \$200,000 for this purpose.

The only serious interruption to navigation occurred during the week of May 13th to 19th as a result of serious leakage at culvert No. 2 east of Clyde. This culvert was constructed but a few years ago, upon a pile foundation, in a marsh; the underlying material being of an extremely treacherous and unstable character and of great depth.

The leakage developed under the foundation of the culvert and but for the prompt drawing of the level would have destroyed the structure. To effect a satisfactory repair required the uncovering of the culvert to its foundation, and sheet piling both sides thereof the full width of the prism of the canal and filling the voids formed under the structure with cement.

During the process of feeding upon the Long level, just previous to the opening of navigation, and later upon May 14th, leakage occurred around the Brockville waste-weir newly constructed during the preceding winter. Temporary repairs were made, delaying navigation about forty-eight hours.

The "Short level" and the "Three-mile level" at Brighton were drawn to repair minor leakages without any serious interruption to navigation.

No difficulty has been experienced in maintaining a full depth of water on all levels, and was so maintained, except to make the repairs as noted above.

The establishment of an extensive beet sugar manufacturing plant at Lyons created an increased demand for boats in this vicinity, and for facilities for loading the beets by the producers;

a number of loading docks have been provided to accommodate this traffic.

Contracts have been awarded by the city of Buffalo for filling and sewerage the Hamburg canal. It is expected that with the abatement of this long existing nuisance, the evils resulting from the discharge of sewage therefrom into the Erie canal will be materially lessened.

The regularly organized forces of the section superintendents, the division shops, dredge, and eel grass cutter, have been busily employed throughout the season of their operation in performing necessary and effective work.

I have submitted a detailed statement of the work performed upon the Western Division by forces organized under my direction to appear with the report of the general inspector and to which I respectfully direct attention.

Itemized statements of expenditures by me for the fiscal year ended September 30, 1900, are appended.

Respectfully submitted,

HOUSTON BARNARD,

*Assistant Superintendent Public Works.*

ITEMIZED ACCOUNT OF ordinary expenditures by *Houston Barnard, Assistant Superintendent, Western Division,*  
*Erie Canal, fiscal year ended September 30, 1900.*

	W. D. Office.	W. D. E.	Sec. No. 8.	Sec. No. 9.	Sec. No. 10.	Sec. No. 11.	Total.
Clerk.....	\$3,665 00	\$720 00	\$120 00	.....	.....	.....	\$3,505 00
Expense.....	169 06	694 27	49 24	.....	\$141 40	\$210 37	1,466 84
Telegraph and telephone.....	338 69	9 84	121 94	263 23	252 18	212 21	1,197 59
Stationery.....	201 70	17 83	10 25	.....	10 05	.....	239 83
Furniture for offices, boats, etc.....	81 65	408 40	61 47	19 25	29 22	101 19	651 88
Rent of office, tools, machinery, etc.....	260 00	.....	894 20	.....	444 00	.....	1,608 20
Postage.....	170 00	.....	.....	.....	.....	.....	170 00
Lumber.....	17 70	1,689 70	2,503 91	8,103 15	5,184 19	10,163 11	24,327 67
Coal.....	28 10	1,226 83	43 91	265 82	82 14	1,393 33	4,363 73
Hardware.....	8 90	1,119 49	547 85	460 21	1,034 80	1,102 48	4,265 23
Expenses.....	.....	8,771 15	15,403 26	8,738 61	3,665 38	6,523 54	38,500 94
Foremen, patrolmen and special agent.....	.....	5,521 32	693 75	500 00	.....	653 50	7,364 57
New tools, machinery, etc.....	.....	8,453 39	73 19	206 48	62 55	.....	9,064 61
Gas and electric light, etc.....	.....	615 33	.....	63 13	320 00	.....	997 45
Freight cartage and livery.....	.....	543 81	170 05	106 90	.....	.....	820 76
Castings.....	.....	378 88	62 24	77 91	370 26	.....	889 29
Ship chandlery.....	.....	853 86	260 00	233 88	48 60	293 96	1,168 30
Boat repairs.....	.....	225 15	124 02	102 06	9 25	374 43	833 91
Cement, stone, gravel, etc.....	.....	9 05	1,524 41	606 05	677 66	93 61	2,915 78
Rubber goods and diving.....	.....	87 28	13 50	44 10	.....	340 00	228 72
Oil, paints, etc.....	.....	97 32	113 00	59 02	4 10	300 00	498 44
Machinist work.....	.....	1,128 45	74 75	712 66	1,964 30	388 57	4,368 68
Totals.....	\$3,785 89	\$31,464 21	\$23,167 61	\$10,601 19	\$15,150 06	\$22,628 51	\$106,797 40



ITEMIZED ACCOUNT OF extraordinary expenditures by Houston Barnard, Assistant Superintendent, Western Division, Erie Canal, fiscal year ended September 30, 1900.

	Labor.	Freight expenses, etc.	Lumber.	Hard-ware.	Stone, cement, etc.	Rent, tools, etc.	Paints, oils, etc.	Totals.
Chap. 569, L. 1899:								
1. Repairing highways on the Allegany and Cattaraugus Indian Reservations.....	\$2,704 54	\$49 13	\$117 47	\$123 41	.....	.....	.....	\$2,994 55
2. Piling, etc., Griffin Creek and spillway of Cuba Reservoir.....	7 14	8 19	114 95	9 25	.....	.....	.....	199 53
Chap. 664, L. 1899:								
3. Improving North Niagara street, village of Tonawanda.....	284 40	30 25	.....	1 76	\$177 80	.....	.....	494 21
Chap. 624, L. 1898:								
4. Repairing banks of Glen Creek in the village of Watkins.....	76 53	.....	50 72	2 73	.....	.....	.....	130 03
Chap. 435, L. 1900:								
5. Improving navigable channel of Chautauqua Lake.....	91 43	.....	.....	5 00	.....	.....	.....	96 43
Chap. 419, L. 1900:								
6. Repairing highways on the Allegany and Cattaraugus Indian Reservations.....	178 15	.....	.....	35 33	.....	.....	.....	178 15
7. Draining old bed of Erie Canal from Piquetteport to Lock Berlin.....	1,649 84	.....	21 17	.....	181 70	.....	.....	1,852 04
8. Improving bulkhead and cleaning channel of Genesee River feeder at Scottdale.....	3,140 55	.....	28 88	61 63	.....	.....	\$12 00	3,243 06
Chap. 420, L. 1900:								
9. Repairing and graveling Akron road on Tonawanda Indian Reservation.....	757 87	.....	14 08	.....	140 90	\$76 98	.....	989 83
Chap. 208, L. 1899:								
10. Repairs to Bird Island pier.....	542 25	.....	841 71	106 82	.....	.....	.....	1,490 78
11. Repairs to walls.....	6,199 80	.....	205 47	17 50	112 50	180 00	60 83	7,575 10
12. Painting bridges, locks, etc.....	2,498 00	8 00	.....	.....	.....	.....	239 96	2,745 86
13. Grading and graveling towpath.....	2,322 21	.....	12 50	4 70	577 00	.....	.....	3,916 91
14. Repairs to culverts.....	2,752 21	.....	98 38	9 83	273 36	10 00	.....	3,143 78
15. Ditching at foot of embankment.....	662 31	.....	112 55	64 51	49 96	.....	33 75	867 07
16. Improving waste-ways at Pulmyra.....	2 80	.....	112 55	1 00	705 91	.....	31 20	822 46
17. Loading towpath with stone, Sec. 8.....	1,778 38	.....	119 72	.....	100 00	.....	.....	2,656 21
18. Reconstructing and repairing bridges.....	90 63	.....	.....	63 83	528 03	17 28	.....	693 74
19. Building combined tug and pump boat.....	1,135 38	.....	604 23	.....	.....	.....	.....	2,949 74
20. Repairing Bushnell's basin and Adams basin stop gates.....	682 50	.....	.....	.....	.....	.....	.....	682 50
21. Repairing Bushnell's basin and Adams basin stop gates.....	502 95	.....	.....	.....	.....	.....	.....	502 95
22. Pointing locks.....	146 40	.....	.....	.....	.....	.....	.....	146 40
23. Removing and disposing of old sunken boats.....	365 18	.....	.....	.....	.....	.....	.....	365 18

ITEMIZED ACCOUNT OF extraordinary expenditures, *Erie Canal*—(Concluded).

	Labor.	Freight expenses, etc.	Lumber.	Hard-ware.	Stone, cement, etc.	Rent, tools, etc.	Paints, oils, etc.	Total.
Chap. 311, L. 1900:								
24. Grading and gravelling towpath, Secs. 8, 9 and 10.....	\$6,897 97	.....	.....	.....	\$2,039 40	\$2,196 00	.....	\$11,733 37
25. Repairs, Fish Creek culvert, No. 95.....	1,016 50	.....	.....	.....	27 50	.....	.....	1,044 00
26. Improving and repairing bridges, Secs. 8 and 10.....	684 20	.....	.....	.....	.....	.....	.....	684 20
27. Repairs to ditches.....	684 20	.....	.....	.....	.....	.....	.....	684 20
28. Protecting and repairing embankments and slope walls.....	918 15	.....	.....	.....	.....	.....	.....	918 15
29. Repair to Bird Island pier.....	539 50	.....	.....	.....	.....	.....	.....	539 50
30. Painting sheds for lumber storage.....	1,147 87	.....	.....	.....	.....	.....	.....	1,147 87
31. Building sheds for lumber storage.....	74 25	.....	.....	.....	.....	.....	\$1,069 03	2,396 89
32. Building state scows.....	357 50	.....	.....	.....	.....	.....	.....	357 50
33. Ditching and cleaning under aqueducts and through culverts.....	201 50	.....	.....	.....	.....	.....	.....	201 50
34. Repairing, rebuilding and improving vertical walls, Sec. 10.....	1,091 09	.....	.....	.....	.....	.....	.....	1,091 09
Contract No. 8:								
35. Unpaid labor.....	20 25	.....	.....	.....	.....	.....	.....	20 25
Total.....	\$41,042 46	\$95 87	\$2,362 83	\$508 84	\$6,128 50	\$2,480 26	\$1,466 16	\$54,079 62

ANNUAL REPORT, *showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 8 of the Erie canal, under the charge of W. H. Nicholoy, superintendent of repairs, during the 183 days ended September 30, 1900.\**

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures	Cost of repairs of old, etc.	Total, new and old.
Locks .....	9	.....	\$1,136 18	\$1,136 18
Lock tending (exclusive of oil) .....	....	.....	13,081 50	13,081 50
Lock gates (52 swing and 10 tumble gates). ....	.....	\$178 10	.....	178 10
Aqueducts .....	2	.....	145 55	145 55
Waste-weirs .....	4	.....	17 03	17 03
Culverts .....	25	.....	1,037 43	1,037 43
Farm bridges (wood)... ..	7	.....	.....	.....
Farm bridges (iron)... ..	1	.....	.....	.....
Road bridges (wood)... ..	10	.....	.....	.....
Road bridges (iron)... ..	21	.....	946 11	946 11
Lift bridges .....	1	.....	.....	.....
State scows .....	2	.....	74 50	74 50
Carpenter boat .....	1	.....	.....	.....
Lock houses .....	2	.....	.....	.....
Workshops .....	1	.....	.....	.....
Watch houses .....	9	.....	.....	.....
Watch houses on lift-bridge .....	1	.....	.....	.....
Timber sheds .....	1	416 59	.....	416 59
Raising and repairing tow-path and berme bank, not including repairs to slope walls .....	....	.....	391 02	391 02
Cleaning out bottom of canal during spring repairs .....	....	.....	1,725 86	1,725 86
Slope wall .....	....	.....	851 50	851 50
Docking and 100 snubbing posts .....	....	502 95	.....	502 95
Watching canal .....	.....	.....	2,056 00	2,056 00

\*A vacancy existed in the Superintendency of Section 8, Erie Canal from October 23, 1899, to March 22, 1900, during which time Houston Barnard, Assistant Superintendent, had charge.

## ANNUAL REPORT, ETC.—(Concluded).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of new structures.	Cost of repairs of old, etc.	Total, new and old.
Other miscellaneous expenditures .....	....	.....	\$1,311 50	\$1,311 50
Other work of consequence which does not come under any of the above heads, viz.:				
Setting stone monuments on culverts...	25	73 85	.....	73 85
Rebuilding wall to feeder .....	....	.....	23 85	23 85
Superintendent's salary .....	....	.....	.....	750 00
Disbursing clerk .....	....	.....	.....	344 00
General patrolman .....	....	.....	.....	600 00
Publishing abstracts ..	....	.....	.....	60 00
Filing abstracts .....	....	.....	.....	4 86
Notary fees .....	....	.....	.....	4 50
Mowing weeds on section .....	....	.....	.....	629 24
Total .....	....	.....	.....	\$26,362 12

## BRIDGES.

Bridges Nos. 4, 24, 34 and 40 have been replanked, and Nos. 4, 5 and 6 have had in part new skirting and coping.

Old gates have been removed and new ones substituted in the following locks Nos. 57, 59 and 61. The following locks received general repairs to iron work and machinery: Nos. 53, 54 and 55. The following were pointed with cement: Nos. 53, 55, 56, 57, 58 and 59. New platform sleepers and running plank were placed on locks Nos. 54 and 55.

Two new gates were placed in waste-weir No. 1, and the bulk-heads strengthened in Nos. 2 and 3.

Stone monuments, imbedded in cement, have been placed over all culverts at the top of berme bank slope wall.

A new timber shed was built at Palmyra State yard, 140 feet long by 24 feet wide, having suitable enclosed stalls for storing road machinery, tools, etc.

Four hundred lineal feet of docking has been built and two platform docks 75 feet by 20 feet built for the use of shippers of sugar beets, etc.

All bridge abutments, culvert monuments, waste-weirs, and watch houses have been uniformly numbered by a painter specially employed, and former numbers of miscellaneous character and style were obliterated.

Nearly all the bridges were repainted in uniform colors by a painter's force.

The locks and watch houses, nine in all, were painted by the lock tenders, under the direction of a competent foreman painter.

Upwards of 100 new snubbing posts, of same pattern, have been set, painted white, and paved around  $2\frac{1}{2}$  feet in width, with cobble stones, and old posts of recent setting have been painted.

Breast wall of feeder below lock No. 57 was relaid in cement, also timbers and planking of apron renewed.

### CUTTING WEEDS.

A mowing machine has been operated by scow men and teams in cutting grass and weeds at a saving of fully 50 per cent. in expense, as compared with work done formerly with scythes, besides doing the work more effectively in the permanent destruction of weeds and shrubs.

### BOTTOMING OUT.

Silt was removed for a distance of 9,500 feet and 12 to 20 inches in depth at various points in Clyde, Lyons, Newark, Port Gibson, Palmyra and Macedon.

Four sunken boats were removed and burned at Palmyra and Lock Pit.

Slope walls have been raised  $1\frac{1}{2}$  feet to 2 feet and backed with clay 1,000 feet at culvert No. 23, 500 feet at culvert No. 22, and 200 feet at culvert No. 1.

About 22 miles of tow-path have been graded this year and the greater portion thereof graveled.

## RECOMMENDATIONS.

Several culverts, ten or more, need repairs, wing and coping stones replaced, and parapet walls repointed. Bridge abutments at fully one-third of the bridges on section should have coping stones and steps reset and pointed.

Culvert No. 7 should be thoroughly overhauled, parapet wall on berme bank should be relaid, trunk lengthened six feet and cut off wall rebuilt. Culvert No. 14 leaks badly through seams in arch; it should be stripped and the trunk covered with concrete.

One set of swing gates should be set in head of tow-path lock No. 58. Embankments and slope wall above water line, should be raised in many places, notably from Lyons aqueduct to culvert No. 15, from lock No. 59 to bridge No. 24 in Newark, 500 feet at culverts Nos. 21 and 22 berme banks, 500 feet on tow-path bank west of bridge No. 31½ at Palmyra and 1,000 feet near Donnelly's east from culvert No. 7.

The need for extensive bottoming out is so great that it is nearly impossible for me to specify the numerous places where boats are grounded frequently, the levels have become so filled up with silt, that when the water is at sufficient depth for moving loaded boats, there is a great waste from overflow at waste-weirs and aqueducts.

Drainage ditches should be cleaned out very generally.

W. H. NICHOLAY,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 9 of the Erie canal, under the charge of George A. Goss, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of repairs of old, etc.	Total, new and old.
Locks .....	5	\$1,567 80	\$1,567 80
Lock tending (exclusive of oil)....	....	10,232 25	10,232 25
Bridge tending .....	....	4,338 33	4,338 33
Stop gates .....	3	147 12	147 12
Aqueducts .....	1	983 25	983 25
Waste-weirs .....	7	18 24	18 24
Culverts .....	32	472 64	472 64
Weigh locks .....	1	10 25	10 25
Farm bridges (wood)	Cleaning snow from bridges	46 84	46 84
Farm bridges (iron)			
Road bridges (wood)			
Road bridges (iron)			
Tow-path bridges (wood)	Including 5-foot bridge houses.	78	.....
Tow-path bridges (iron)	4	.....	.....
State scows .....	2	81 00	81 00
Setting snubbing posts.....	....	59 53	59 53
Steering division coal boat.....	2	3 75	3 75
Under-water excavators and State pump .....	2	73 37	73 37
Moving material .....	5	839 61	839 61
Cooking on State scow.....	....	211 53	211 53
Watchman at weigh-lock.....	3	90 00	90 00
Digging test pits for engineers....	1	53 40	53 40
Sorting and piling lumber.....	1	74 77	74 77
Piling machines .....	1	.....	.....
Raising and repairing tow-path and berme bank, not including repairs to slope walls.....	....	2,595 83	2,595 83
Cleaning out bottom of canal during spring repairs.....	....	928 76	928 76
Cutting weeds .....	....	1,363 99	1,363 99
Ditching .....	....	34 23	34 23
Vertical and sloping walls.....	....	704 67	704 67
Docking .....	....	952 08	952 08
Repairs of breaches.....	....	1,226 98	1,226 98

ANNUAL REPORT, ETC.—(*Concluded*).

STRUCTURES OR WORKS, ETC.	Whole number on section.	Cost of repairs of old, etc.	Total, new and old.
Watching canal .....	....	\$3,098 99	\$3,098 99
Tools, including shovels, picks, crow-bars, axes, etc.....	....	27 12	27 12
Other work of consequence which does not come under any of the above heads, viz.:			
Foreman over section.....	....	600 00	600 00
Patrolman on section.....	....	1,240 00	1,240 00
Disbursing clerk for section.....	....	900 00	900 00
Publishing abstracts of expenditures .....	....	67 35	67 35
Filing abstracts of expenditures..	....	6 00	6 00
Superintendent's salary .....	....	1,500 00	1,500 00
Total .....	....	.....	\$36,392 77

The section is in much better repair than one year ago, as during the past season many needed improvements have been made.

A large portion of the towing-path has been graded and graveled and, in many places, the slope wall has been rebuilt and placed in good condition.

The locks, with the exception of Nos. 62 and 63, are in very fair repair. Leaks at the head of locks Nos. 62 and 63 will need repairing before navigation is resumed next spring.

The Genesee feeder, at Rochester, has caused much trouble during the past season; the walls are very poor and often fall into the channel, causing delay to navigation. The feeder should be thoroughly cleaned out and placed in good repair. At the entrance of the feeder there is an old piece of masonry used many years ago as a stop gate. This narrows the channel and is in a very dilapidated condition and ought to be thoroughly repaired or entirely removed. The shipment of coal from the Lehigh railroad coal docks is increasing yearly and better facilities are required to enable boats to pass in and out of the feeder.



The water flow has been abundant during the whole of the season of navigation.

The high embankment, west of Rochester, has given very little trouble this season. Ditching the banks and filling them with stone has been a great improvement. The banks have been kept dry and in good condition throughout the season. This is the first and only year in which this part of canal has gone through a season of navigation without many leaks and a large expenditure of money. I believe this is due entirely to the thorough drainage of the banks by ditching and filling the same with stone.

No serious detention to navigation has occurred, and only one boat sunk on the section during the year.

The Whipple arch bridge (No. 54) Main street, Pittsford, has been replaced by a new riveted steel truss bridge.

At Brighton, the Whipple arch bridge (No. 61) has been replaced by a new iron lift-bridge.

A new timber dock, 100 feet in length, has been built at Culver street, Rochester.

New gates have been placed in lower end of lock No. 64; also a new timber pier 20 feet long and 10 feet high at foot of lock.

A pair of new gates at lower end of lock No. 66 has been put in; also a tumble gate and platform at head of lock.

The bulkhead at Adams Basin stop gate was taken out and an entirely new one built, including a new timber foundation.

GEORGE A. GOSS,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 10 of the Erie canal, under the charge of Frank B. Seeley, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Total, new and old.
Locks .....	\$1,716 55
Lock tending (exclusive of oil).....	10,832 79
Waste-weirs .....	349 00
Culverts .....	117 90
Road bridges (wood).....	4,227 71
Road bridges (iron).....	1,034 90
State scows .....	135 00
State race .....	961 50
Timber sheds .....	204 60
Piling machines .....	94 50
Raising and repairing tow-path and berme bank, not including repairs to slope walls.....	5,734 64
Cleaning out bottom of canal during spring repairs..	205 60
Sorting and piling lumber.....	346 70
Cutting weeds along tow-path.....	334 20
Slope wall .....	381 00
Docking .....	1,510 08
Assisting sunken boat.....	189 27
Watching canal .....	3,863 33
Building railings .....	522 10
Removing flood wood.....	37 10
Special patrol .....	25 00
Other work of consequence which does not come under any of the above heads, viz.:	
Regulating water .....	1,091 66
General patrol .....	1,200 00
Disbursing clerk .....	900 00
Watching State property.....	465 33
Tending Albion swing bridge.....	880 00
Publishing and filing reports.....	119 22
Total .....	\$37,479 68

Bridges Nos. 124, 136 and 141 have been replaced with new structures. Bridges Nos. 141, 142, 143, 144, 145, 146, 148, 149, 150, 151, 152, 153, 155, 156, 157, 159, 162, 163, 164, 164½, 165, 166 and 167 have been generally repaired, such as putting in new needle beams, planking, approaches, etc. The above-named bridges have also been repainted during the last fiscal year. Bridges Nos. 118, 123 and 124 are unsafe for travel.

### LOCKS.

General repairs have been made to combined locks and Sulphur Spring guard lock, such as putting in culvert and slide in lock No. 71, on heel path side, culvert and slide in lock No. 69 on tow-path side, culvert in lock No. 68 on heel path side and slide on tow-path side, culvert in lock No. 70 on heel path side and two slides in lock No. 67 heel and tow-path respectively. Considerable replanking was done in bottom of locks during spring repairs, especially on heel path side which was entirely replanked. Iron and woodwork, balance beams, lock houses and structures were painted during the fiscal year of 1900.

### LEAKS.

A leak at the new Brockville waste-weir (B) delayed navigation twenty-four hours. No breaks occurred on section 10 during the fiscal year 1900.

### RECOMMENDATIONS.

Unless a general plan for the improvement of the canal is adopted it will be necessary to renew the gates and bulkheads on State race at combined locks at Lockport; to relay the retaining wall between the State race and combined locks at Lockport; to rebuild the vertical wall from the west end of the rock cut west of Lockport to within seven hundred feet of the Sulphur Spring guard lock, a distance of about three miles, also six hundred feet of vertical wall between combined locks and bridge No. 160 and also the vertical wall under bridges Nos. 115, 116, 130, 131, 133, 136, 137 and 149 should be relaid.

Very respectfully,

FRANK B. SEELEY,  
*Superintendent.*

ANNUAL REPORT, showing the name and number of structures or works, the different heads of expenditures, and the cost of each, on section 11 of the Erie canal, under the charge of John Kraft, superintendent of repairs, during the 365 days ended September 30, 1900.

STRUCTURES OR WORKS, ETC.	Whole number on section.	Total, new and old.
Locks .....	3	.....
Lock tending (exclusive of oil).....	....	\$5,922 00
Farm bridges (wood).....	52	} 10,390 88
Farm bridges (iron).....	33	
Road bridges (wood).....	2	
Road bridges (iron).....	29	
Tow-path bridges (wood).....	2	
Tow-path bridges (iron).....	5	
Foreman .....	....	1,151 61
Disbursing clerk .....	....	900 00
Harbor master .....	....	840 00
Assistant harbor master.....	....	680 00
Harbor scavenger .....	....	216 00
Driving piles, building docks, etc.....	....	5,460 16
Cleaning snow and ice from bridges, roadways and sidewalks, tending flood gates and spill-way .....	....	1,200 64
Raising and repairing tow-path and berme bank, not including repairs to slope walls..	....	7,957 74
Watching canal and State yard, days and nights .....	....	2,908 00
Other work of consequence which does not come under any of the above heads, viz.:		
Tonawanda Herald, publishing abstract.....	....	80 00
Superintendent's salary .....	....	1,999 92
Total .....	....	\$39,706 95

During the past year the depth of water on this section was equal to all demands, not a moment's delay being occasioned to boatmen during the season of navigation.

All necessary repairs to tow-paths, bridges, locks, roadways and sidewalks were promptly attended to. And in addition thereto

2,500 square feet of stone coping was relaid on Bird Island pier, and 60 feet of division wall at Howell's Mill race, which were washed out at these points by the storms and high waters of Lake Erie. About 360 lineal feet of berme bank caved in at lock No. 72; this was repaired by removing débris from canal, driving piles and building vertical timber dock. A cave-in, 80 feet in length, in tow-path opposite Queen City gas tank and one 30 feet in length at Austin street were repaired by driving piles, capping same and rebuilding stone walls. We also built 725 lineal feet of vertical timber docking west of Sulphur Spring guard lock at Pendleton. All boats used on this section were repaired and painted. Locks and lock houses were painted, and all grass and weeds were cut from berme bank and tow-path in the month of June and again in the month of August.

#### RECOMMENDATIONS.

I most respectfully recommend that a suitable bridge be placed over the Clark and Skinner canal at Ohio street, as there is nothing but a temporary foot bridge at this point. Ohio street runs parallel with the water front and is a busy thoroughfare, over which thousands of tons of freight are carried to and from the warehouses and docks.

JOHN KRAFT,  
*Superintendent.*



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# TABLES

ACCOMPANYING THE

ANNUAL REPORT OF THE SUPERINTENDENT  
OF PUBLIC WORKS.

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TABLE

*Exhibiting the date of the opening and closing of the Hudson river, and the number of days open; also, the time of commencement and close of each navigable season of canals, and the number of days of navigation since 1824; also the date of the opening of Lake Erie since 1827.*

OPENING AND CLOSING OF THE HUDSON RIVER.			COMMENCEMENT AND CLOSE OF NAVIGATION.			Opening of the lake.
River open.	River closed.	Days open.	Canal open.	Canal closed.	Navigable days.	
March 3, 1824.....	January 6, 1825.....	309	April 30, 1824.....	December 4.....	319	.....
March 6, 1825.....	December 13, 1825.....	288	April 12, 1825.....	December 6.....	288	.....
March 25, 1826.....	December 13, 1826.....	302	April 25, 1826.....	December 18.....	243	.....
March 20, 1827.....	November 26, 1827.....	251	April 22, 1827.....	December 18.....	241	April 1, 1828
February 8, 1828.....	December 23, 1828.....	220	March 27, 1828.....	December 20.....	269	May 10, 1829
April 1, 1829.....	January 14, 1830.....	286	May 2, 1829.....	December 17.....	242	May 5, 1830
April 15, 1830.....	December 25, 1830.....	283	April 30, 1830.....	December 17.....	230	May 8, 1831
March 15, 1831.....	December 6, 1831.....	282	April 16, 1831.....	December 1.....	241	April 27, 1832
March 25, 1832.....	December 31, 1832.....	289	April 25, 1832.....	December 21.....	238	April 23, 1833
March 21, 1833.....	December 13, 1833.....	277	April 19, 1833.....	December 12.....	240	April 6, 1834
February 29, 1834.....	December 15, 1834.....	291	April 17, 1834.....	December 12.....	230	May 8, 1835
March 25, 1835.....	November 30, 1835.....	268	April 15, 1835.....	November 26.....	216	May 27, 1836
April 4, 1836.....	December 7, 1836.....	244	April 25, 1836.....	November 26.....	234	May 16, 1837
April 27, 1837.....	December 14, 1837.....	261	April 20, 1837.....	December 9.....	238	March 31, 1838
March 19, 1838.....	November 25, 1838.....	257	April 11, 1838.....	November 25.....	241	April 11, 1839
March 25, 1839.....	November 18, 1839.....	286	April 20, 1839.....	December 16.....	238	April 27, 1840
February 25, 1840.....	November 5, 1840.....	285	April 20, 1840.....	December 9.....	231	April 14, 1841
March 24, 1841.....	November 19, 1841.....	286	April 24, 1841.....	November 30.....	222	March 7, 1842
February 4, 1842.....	November 28, 1842.....	308	April 20, 1842.....	November 28.....	214	May 6, 1843
April 13, 1843.....	December 10, 1843.....	242	May 1, 1843.....	November 26.....	222	March 14, 1844
March 18, 1844.....	December 17, 1844.....	278	April 18, 1844.....	November 26.....	223	April 8, 1845
February 24, 1845.....	December 3, 1845.....	283	April 16, 1845.....	November 29.....	224	April 23, 1847
March 18, 1846.....	December 14, 1846.....	275	April 16, 1846.....	November 25.....	214	April 9, 1848
March 7, 1847.....	December 25, 1847.....	292	May 1, 1847.....	December 30.....	233	March 25, 1849
April 22, 1848.....	December 27, 1848.....	282	May 1, 1848.....	December 5.....	219	March 26, 1850
March 19, 1849.....	December 26, 1849.....	286	May 22, 1849.....	December 11.....	235	April 2, 1851
March 10, 1850.....	December 17, 1850.....	282	April 22, 1850.....	December 5.....	235	April 20, 1852
March 25, 1851.....	December 14, 1851.....	293	April 15, 1851.....	December 16.....	245	April 14, 1853
February 28, 1852.....	December 23, 1852.....	270	April 20, 1852.....	December 20.....	217	April 28, 1854
March 23, 1853.....	December 31, 1853.....	274	April 20, 1853.....	December 3.....	224	May 2, 1855
March 27, 1854.....	December 8, 1854.....	266	May 1, 1854.....	December 10.....	214	May 2, 1856
March 27, 1855.....	December 20, 1855.....	288	May 1, 1855.....	December 4.....	214	May 2, 1856
April 11, 1856.....	December 14, 1856.....	248	May 5, 1856.....	December 4.....	214	May 2, 1856

TABLE exhibiting the date of the opening and closing of the Hudson river, etc.—(Concluded).

OPENING AND CLOSING OF THE HUDSON RIVER.			COMMENCEMENT AND CLOSURE OF NAVIGATION.			Opening of the lake.
River open.	River closed.	Days open.	Canal open.	Canal closed.	Navigable days.	
February 27, 1857.....	December 27, 1857.....	302	May 6, 1857.....	December 15.....	228	April 27, 1857
March 20, 1858.....	December 17, 1858.....	273	April 28, 1858.....	December 8.....	225	April 15, 1858
March 13, 1859.....	December 10, 1859.....	273	April 15, 1859.....	December 12.....	242	April 7, 1859
March 6, 1860.....	December 14, 1860.....	293	April 25, 1860.....	December 12.....	232	April 17, 1860
March 5, 1861.....	December 13, 1861.....	294	May 1, 1861.....	December 10.....	224	April 13, 1861
April 4, 1862.....	December 11, 1862.....	293	May 1, 1862.....	December 9.....	234	April 15, 1862
April 3, 1863.....	December 11, 1863.....	252	May 1, 1863.....	December 8.....	223	April 3, 1863
March 22, 1864.....	December 12, 1864.....	277	April 30, 1864.....	December 8.....	223	April 13, 1864
March 11, 1865.....	December 16, 1865.....	270	May 1, 1865.....	December 12.....	226	April 26, 1865
March 20, 1866.....	December 15, 1866.....	270	May 1, 1866.....	December 12.....	226	April 28, 1866
March 28, 1867.....	December 8, 1867.....	257	May 6, 1867.....	December 20.....	229	April 21, 1867
March 24, 1868.....	December 5, 1868.....	252	May 4, 1868.....	December 7.....	217	April 19, 1868
April 5, 1869.....	December 9, 1869.....	248	May 6, 1869.....	December 10.....	218	May 1, 1869
March 31, 1870.....	December 17, 1870.....	261	May 10, 1870.....	December 8.....	218	May 16, 1870
March 12, 1871.....	November 23, 1871.....	233	April 24, 1871.....	December 1.....	213	April 1, 1871
April 7, 1872.....	December 9, 1872.....	227	May 13, 1872.....	December 1.....	220	April 6, 1872
April 16, 1873.....	November 23, 1873.....	221	May 13, 1873.....	December 5.....	205	April 29, 1873
March 19, 1874.....	December 12, 1874.....	291	May 5, 1874.....	December 5.....	215	April 18, 1874
April 13, 1875.....	November 23, 1875.....	220	May 18, 1875.....	December 30 (by ice).....	207	April 12, 1875
April 1, 1876.....	December 9, 1876.....	245	May 4, 1876.....	December 1.....	211	May 4, 1876
March 30, 1877.....	December 31, 1877.....	277	May 8, 1877.....	December 7.....	214	May 17, 1877
March 14, 1878.....	December 20, 1878.....	292	April 15, 1878.....	December 7.....	237	March 24, 1878
April 4, 1879.....	December 20, 1879.....	261	May 8, 1879.....	December 6.....	212	April 24, 1879
March 5, 1880.....	November 25, 1880.....	266	April 21, 1880.....	November 21 (by ice).....	216	March 19, 1880
March 21, 1881.....	January 9, 1882.....	298	May 17, 1881.....	December 8.....	206	May 1, 1881
March 8, 1882.....	December 5, 1882.....	273	April 11, 1882.....	December 7.....	241	March 26, 1882
March 29, 1883.....	December 15, 1883.....	261	May 7, 1883.....	December 1.....	208	May 4, 1883
March 25, 1884.....	December 19, 1884.....	290	May 7, 1884.....	December 1.....	209	April 25, 1884
April 7, 1885.....	December 3, 1885.....	247	May 11, 1885.....	December 1.....	205	May 2, 1885
March 30, 1886.....	December 3, 1886.....	248	May 7, 1886.....	December 1.....	214	April 25, 1886
April 6, 1887.....	December 28, 1887.....	258	May 7, 1887.....	December 1.....	209	April 17, 1887
April 7, 1888.....	December 14, 1888.....	253	May 10, 1888.....	December 3.....	208	April 14, 1888
March 19, 1889.....	Open all winter.....	246	May 1, 1889.....	December 30.....	214	April 10, 1889
Open entire year.....	December 2, 1890.....	377	April 24, 1890.....	November 30, 1890.....	217	March 31, 1890
March 24, 1891.....	December 24, 1891.....	327	May 5, 1891.....	December 5, 1891.....	215	April 13, 1891
April 1, 1892.....	December 23, 1892.....	295	May 1, 1892.....	December 5, 1892.....	219	April 10, 1892
April 1, 1893.....	December 6, 1893.....	260	May 3, 1893.....	November 30, 1893.....	212	April 15, 1893
March 18, 1894.....	December 24, 1894.....	281	May 1, 1894.....	November 30, 1894.....	214	April 28, 1894
April 2, 1895.....	December 9, 1895.....	252	May 3, 1895.....	December 5, 1895.....	216	April 4, 1895
April 7, 1896.....	December 19, 1896.....	266	May 1, 1896.....	December 1, 1896.....	215	April 19, 1896
April 20, 1897.....	December 7, 1897.....	223	May 7, 1897.....	December 1, 1897.....	208	April 6, 1897
April 13, 1898.....	December 13, 1898.....	244	May 7, 1898.....	December 10, 1898.....	217	April 26, 1898
April 17, 1899.....	December 15, 1899.....	243	April 25, 1899.....	December 1, 1899.....	220	March 28, 1899
April 9, 1900.....	December 11, 1900.....	246	April 23, 1900.....	December 1, 1900.....	220	April 28, 1899

STATEMENT of the number of locks, their lift in feet, total lockage of each canal, etc., of all the canals in the State of New York.

NAME OF CANAL.	Length in miles.	Lockage in feet.
Erie canal .....	351.78	655.50
Navigable feeders of same .....	8.85	.....
Champlain canal .....	66.00	179.50
Pond above Troy dam .....	8.00	.....
Glen Falls feeder and pond .....	12.00	132.00
Black River canal .....	35.83	1,082.25
Black river feeder .....	13.47	.....
Black river improvement .....	42.50	.....
Oneida Lake canal .....	.....	62.00
Oswego canal .....	88.00	154.85
Oneida river improvement .....	20.00	7.85
Seneca river towing path .....	5.00	.....
Baldwinsville canal .....	1.00	8.00
Cayuga and Seneca canal .....	22.77	76.61
Cayuga inlet .....	2.00	.....
Total .....	622.20	2,357.86

NAME OF CANAL.	Length in miles.	SIZE OF CANAL.			NUMBER AND SIZE OF LOCKS.			Average burden of boats.	Maximum burden of boats.
		Width on surface.	Width on bottom.	Depth of water.	Number of locks.	Length between quins.	Width in clear.		
Erie canal .....	363	40	23	4	83	90	15	70	76
Enlargement of same .....	351½	70	56	7	72	110	18	210	240
Oswego canal .....	38	40	24	4	18	90	15	70	76
Enlargement of same .....	38	70	55	7	18	110	18	210	240
Cayuga and Seneca canal .....	21	40	24	4	10	90	16	70	76
Enlargement of same .....	23	70	56	7	11	110	18	210	240
Champlain canal .....	66	50	35	5	20	110	18	85	120
Glen Falls feeder .....	12	50	35	5	12	100	18	80	85
Pond above Troy dam .....	8	.....	.....	.....	1	.....	.....	.....	.....
Black River canal and feeder .....	50	42	26	4	100	90	15	70	76
Black river improvement .....	42	.....	.....	.....	1	110	18	70	76
Oneida river improvement .....	20	80	60	4½	2	120	30	70	76
Oneida Lake canal .....	7	70	56	7	7	110	18	220	230
Baldwinsville and Seneca towpath .....	5½	40	24	4	1	90	15	70	76

### ERIE CANAL.

[Total cost of construction, \$51,669,200.] \*

REMARKS.	Old canal (not now in existence).	Enlargement.
Construction authorized .....	April 15, 1817 .....	May 11, 1835.
Construction commenced .....	July 4, 1817 .....	August, 1836.
Construction completed .....	October 26, 1836 .....	September, 1862.
Estimated cost at engineer's prices .....	\$4,928,783 .....	\$23,402,803.
Actual cost of construction .....	\$7,143,789 .....	\$44,465,414.
Total feet of lockage .....	675½ feet .....	654 80-100 feet.
Length from Albany to Buffalo .....	363 miles .....	350½ miles.
Number locks and size of chambers .....	83 locks 90x115 .....	72 locks, 110x18.
Size of prism .....	40 and 23x4 .....	70 and 56x7.
Maximum dimension of boats .....	78 62-100x14 46-100x3½, draft .....	98x17 5-12x6 feet draft.
Burden of boats .....	75 tons .....	240 tons.

Counties through which the Erie canal runs—Albany, Cayuga, Erie, Herkimer, Madison, Monroe, Montgomery, Niagara, Onondaga, Oneida, Orleans, Saratoga, Schenectady and Wayne.  
 (\* This does not include the expenditures for enlargement authorized by Chapter 78, Laws of 1894, inasmuch as many accounts under the same are still outstanding.)

## LOCKS.

No. of lock.	Double or single.	Lift.	No. of lock.	Double or single.	Lift.	No. of lock.	Double or single.	Lift.
1.....	Double .....	15½	25.....	Double .....	8	49.....	Double ...	6
2.....	Double .....	9½	26.....	Double .....	8	50.....	Double ...	6 11-12
3.....	Double .....	11½	27.....	Double .....	8	51.....	Double ...	5½
4.....	Double .....	11½	28.....	Double .....	8	52.....	Double ...	11
5.....	Double .....	10	29.....	Double .....	7	53.....	Double ...	6
6.....	Double .....	10	30.....	Double .....	10½	54.....	Double ...	7½
7.....	Double .....	10	31.....	Double .....	6	55.....	Double ...	6
8.....	Double .....	10	32.....	Double .....	8	56.....	Double ...	10
9.....	Double .....	10	33.....	Double .....	8	57.....	Double ...	8
10.....	Double .....	10	34.....	Double .....	8	58.....	Double ...	8
11.....	Double .....	10	35.....	Double .....	8	59.....	Double ...	8
12.....	Double .....	10	36.....	Double .....	10	60.....	Double ...	10
13.....	Double .....	10	37.....	Double .....	10	61.....	Double ...	9
14.....	Double .....	10	38.....	Double .....	9½	62.....	Double ...	9
15.....	Double .....	10	39.....	Double .....	10½	63.....	Double ...	9
16.....	Double .....	10	40.....	Double .....	8	64.....	Double ...	10
17.....	Double .....	10	41.....	Double .....	8	65.....	Double ...	10
18.....	Double .....	10½	42.....	Double .....	8	66.....	Double ...	9
19.....	Double .....	8½	43.....	Double .....	8	67.....	} Com- bined	55 10-12
20.....	Double .....	10	44.....	Double .....	10½	68.....		
21.....	Double .....	11½	45.....	Double .....	10½	69.....		
22.....	Double .....	11½	46.....	Double .....	8	70.....		
23.....	Double .....	8	47.....	Double .....	10½	71.....	} 2 <sup>gd</sup> . Blk. Rk. & Buf.	2
24.....	Double .....	8	48.....	Double .....	10½			

## LOCATION OF LOCKS.

COUNTIES.	Number of locks.	COUNTIES.	Number of locks.
Albany .....	1 to 18, inclusive.	Onondaga .....	47 to 51, inclusive.
Saratoga .....	19 and 20.	Cayuga.....	52.
Schenectady .....	21 to 25, inclusive.	Wayne.....	53 to 60, inclusive.
Montgomery .....	26 to 34, inclusive.	Ontario.....	
Herkimer .....	35 to 45, inclusive.	Monroe.....	61 to 66, inclusive.
Oneida .....	46.	Orleans .....	
Madison .....		Niagara .....	67 to 71, inclusive.

## CHAMPLAIN CANAL AND GLENS FALLS FEEDER.

Construction authorized.....	April 15, 1817.
Glens Falls feeder authorized.....	April, 1822.
Estimated cost of canal at engineers' prices.....	\$871,000.
Navigation opened from Fort Edward to Lake Champlain.....	November 24, 1819.
Canal completed from Waterford to Lake Champlain .....	1822.
Canal, cost of construction up to 1827.....	\$921,011.
Feeder, cost of construction up to 1837.....	\$91,944.
Total cost of both included improvements, exclusive of ordinary repairs, June, 1868.....	\$2,378,910.
Number of locks on canal, 20; feeder 13.....	Size, 110x18 and 100x15
Length of canal, 66 miles; feeder, 7 miles; pond 5 miles.....	73 miles.
Size of prism, canal and feeder .....	40.26x4.
Size authorized, chapter 213, Laws 1860.....	50.35x5.
Total cost, including improvements and enlargements, up to 1875.....	\$4,044,000.
Counties through which the Champlain canal runs—Rensselaer, Saratoga, Warren and Washington.	
The Glens Falls feeder is located in the counties of Warren and Washington.	

## LOCKS.

CHAMPLAIN CANAL.						GLENS FALLS FEEDER.			
No.	Lift	No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.
1.....	103 $\frac{1}{2}$	8.....	89 $\frac{1}{2}$	15.....	8	1.....	10	8.....	10
2.....	109 $\frac{1}{2}$	9.....	10	16.....	7	2.....	10	9.....	10
3.....	81 $\frac{1}{2}$	10.....	93 $\frac{1}{2}$	17.....	2 $\frac{1}{4}$	3.....	10	10.....	10
4.....	9	11.....	111 $\frac{1}{2}$	18.....	9	4.....	10	11.....	11
5.....	9	12.....	9	19.....	9	5.....	10	12.....	12
6.....	9	13.....	101 $\frac{1}{2}$	20.....	10	6.....	10	13.....	10
7.....	9 $\frac{1}{4}$	14.....	8			7.....	10		

## BLACK RIVER CANAL FEEDER AND BLACK RIVER IMPROVEMENT.

Construction authorized.....	April 19, 1836.
Construction commenced.....	January, 1838.
Estimated cost at engineers' prices.....	\$1,068,437.
Estimated cost at contract prices.....	\$2,481,669.
Canal completed.....	1849.
Cost of construction.....	\$3 581,954.
Number and size of locks...	100 locks; 90x15.
Length of canal to Lyons Falls.....	35 miles.
Length of river to Carthage, and fall.....	42 miles; 9 $\frac{1}{4}$ feet.
Size of prism of canal and feeder.....	42 and 28x4.
Length of navigable feeder, and fall.....	10 $\frac{1}{4}$ miles; 6 10-100 feet.
Burden of boats.....	45 to 50 tons.
Lockage of canal.....	1,082 $\frac{1}{4}$ feet.

## LOCKS.

No.	Lift	No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.
1.....	10	23.....	10	45.....	10	67.....	10	89.....	10
2.....	10	24.....	10	46.....	10	68.....	9	90.....	10
3.....	10	25.....	10	47.....	10	69.....	9	91.....	12
4.....	10	26.....	10	48.....	10	70.....	9	92.....	10
5.....	10	27.....	10	49.....	10	71.....	10	93.....	10
6.....	10	28.....	10	50.....	10	72.....	10	94.....	10
7.....	10	29.....	10	51.....	10	73.....	10	95.....	10
8.....	11	30.....	10	52.....	10	74.....	10	96.....	10
9.....	12	31.....	10	53.....	10	75.....	10	97.....	10
10.....	11	32.....	10	54.....	10	76.....	10	98.....	10
11.....	11	33.....	10	55.....	10	77.....	10	99.....	10
12.....	11	34.....	10	56.....	10	78.....	10	100.....	10
13.....	8	35.....	10	57.....	10	79.....	10	101.....	10 $\frac{1}{2}$
14.....	8	36.....	10	58.....	10	80.....	9	102.....	10 $\frac{1}{4}$
15.....	8	37.....	10	59.....	10	81.....	9	103.....	4
16.....	10	38.....	10	60.....	10	82.....	9	104.....	10
17.....	8	39.....	10	61.....	10	83.....	9	105.....	10
18.....	10	40.....	10	62.....	10	84.....	9	106.....	11
19.....	8	41.....	10	63.....	10	85.....	10	107.....	11
20.....	10	42.....	10	64.....	10	86.....	11 $\frac{1}{2}$	108.....	12
21.....	10	43.....	10	65.....	10	87.....	10	109.....	12
22.....	10	44.....	10	66.....	10	88.....	10		

Counties through which the Black River canal runs—Oneida and Lewis.

## ONEIDA LAKE CANAL AND ONEIDA RIVER IMPROVEMENT.

REMARKS.	Oneida Lake canal.	Oneida river improvement.
Construction authorized.....	March 22, 1882.....	April 29, 1889.
Estimated cost at engineers' prices.....	\$40,000.....	\$100,049.
Construction completed.....	1886.....	1880.
Cost of construction.....	\$460,678.....	\$868,164.
Purchased of company by State.....	May 11, 1840.....	For \$50,000.
Enlargement of locks authorized.....	Chapter 46, Laws of 1860.....	
Number and size of new locks.....	7, 110x15.....	2, 120x30½.
Size of prism.....	40x26x4.....	80x60x4½.
Length.....	7 miles.....	20 miles.
Feet of lockage.....	60¾ feet.....	No. 1, 3 ft.; No. 2, 3¼ ft.

## LOCKS.

PRESENT OLD LOCKS.						ENLARGED LOCKS AUTHORIZED.					
No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.
1.....	7½	4.....	10	6.....	7½	1....	8½	4....	10½	6.....	8
2.....	8½	5.....	9¼	7.....	6½	2....	8½	5.....	9½	7.....	7½
3.....	9					3....	8				

## OSWEGO CANAL.

[Total cost, \$4,992,9'6.]

REMARKS.	Oswego canal.	Enlarged Oswego canal.
Construction authorized.....	April 20, 1825.....	April 15, 1854.
Enlargement of locks.....		Chapter 262, Laws of 1847.
Estimated cost at engineers' prices.....	\$377,000.....	\$1,926,336.
Estimated cost at contract prices.....	\$487,000.....	\$2,051,190.
Construction completed.....	December 10, 1828.....	September, 1862.
Cost of construction.....	\$565,473.....	\$4,427,589.
Number of locks and size.....	18, 90x15.....	17, 110x18.
Feet of lockage.....	151, 65 feet.....	154, 35 feet.
Average cost of one lock.....	\$10,000.....	\$81,000.
Size of prism of canal.....	40, and 26x4.....	70 and 56x7 feet.
Guard locks.....	Six.....	Five.
Burden of boats.....	50 to 75 tons.....	280 tons.
Length of canal.....	88 miles.....	88 miles.

## LOCKS.

No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.
1.....	11	4).....	9.68	8.....	11½	12.....	11½	16.....	8½
2.....	11	5).....		9.....	7½	13.....	5.65	17.....	10½
3.....	10½	6.....	5.866	10.....	9	14.....	9½	18.....	9½
		7.....		11.....	11½	15.....	5¾		

Counties through which the Oswego canal runs—Onondaga and Oswego.

## CAYUGA AND SENECA CANAL—CAYUGA INLET.

[Total cost, \$2,232,632.]

REMARKS.	Cayuga and Seneca canal.	Cayuga inlet.
Construction authorized, enlargement of locks.....	April 20, 1825.....	May 25, 1836.
Enlargement of prism.....		April 15, 1854.
Estimated cost at engineers' prices...	\$311,188.....	\$150,000.
Estimated cost at contract prices....	\$795,272.....	\$160,396.
Canal completed.....	November 15, 1828.....	September, 1862.
Cost of construction.....	\$2,010,320.....	\$214,000.
Number of locks and size.....	11, 110x18.....	1, 110x18.
Feet of lockage.....	83½ feet.....	
Length and size of prism.....		24½ miles, 70 and 56x7.

## LOCKS.

No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.	No.	Lift.
1.....	7 28	4.....	9	6.....	9.60	8.....	5.70	10.....	10
2.....	7	5.....	9	7.....	6	9.....	10	11.....	3
3.....	10								

Counties through which the Cayuga and Seneca canal runs—Cayuga, Seneca and Ontario.





1883.	1887.
October.....	April.....
November.....	May.....
December.....	June.....
	July.....
	August.....
	September.....
	October.....
	November.....
	December.....
1884.	1888.
January.....	January.....
February.....	February.....
March.....	March.....
April.....	April.....
May.....	May.....
June.....	June.....
July.....	July.....
August.....	August.....
September.....	September.....
October.....	October.....
November.....	November.....
December.....	December.....
1885.	1889.
January.....	January.....
February.....	February.....
March.....	March.....
April.....	April.....
May.....	May.....
June.....	June.....
July.....	July.....
August.....	August.....
September.....	September.....
October.....	October.....
November.....	November.....
December.....	December.....
1886.	1890.
January.....	January.....
February.....	February.....
March.....	March.....
April.....	April.....
May.....	May.....
June.....	June.....
July.....	July.....
August.....	August.....
September.....	September.....
October.....	October.....
November.....	November.....
December.....	December.....
1887.	
January.....	
February.....	
March.....	

Elevation of surface water in Skaneateles Lake reservoir—(Concluded).

1890.	1st.	8th.	13th.	22d.	1893.	1st.	8th.	15th.	22d.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	Ft. In.
October.....	1 7	1 9	1 11	1 15	August.....	1 5	1 7	1 10	2 1
November.....	1 8	1 10	1 12	1 16	September.....	2 2	2 5	2 8	2 8
December.....	1 0	1 6	1 10	2 0	October.....	3 0	3 2	3 5	3 8
					November.....	3 10	4 0	4 4	4 4
					December.....	4 9	4 7	4 7	4 6
1891.									
January.....	2 0	2 0	2 0	2 0	1894.				
February.....	0 6	1 5	0 11	0 11	January.....	4 5	4 8½	4 4	4 3
March.....	0 4	0 9	0 1	Full	February.....	4 2	4 2	4 2	4 2
April.....	Full	0 2	0 2	1 1	March.....	4 9	4 0	3 3	3 3
May.....	1 3	0 8½	0 11½	1 3	April.....	3 3	3 3	3 3	3 3
June.....	1 11	1 4	1 7	1 8½	May.....	2 2	2 4	2 4	2 4
July.....	1 11	2 0	2 2	2 3	June.....	1 3	0 9	0 1	0 2
August.....	2 3	3 0	3 3	3 8	July.....	1 3	0 1	0 1	0 1
September.....	2 3	3 11½	4 4	5 11	August.....	0 1	0 2	0 1	0 1
October.....	2 5	3 7	5 9	6 10	September.....	1 0	1 1	0 12	0 10
November.....	6 7	6 10	6 9	6 11	October.....	1 0	1 8½	1 2	1 4
December.....	7 1	6 9	7 2	6 11	November.....	1 4	1 0	1 1	1 4
					December.....	1 7	.....	1 4	.....
1892.					1895.				
January.....	6 6	6 2	6 1	.....	January.....	3 2½	3 0½	3 11	3 9½
February.....	5 11½	5 5	5 10	5 9	February.....	2 9	2 3	2 18	2 7
March.....	5 6	5 5	5 10	4 10½	March.....	2 2	2 3	2 18	2 3
April.....	4 2½	3 0	2 9	2 6	April.....	2 4	1 1	2 2	2 5½
May.....	2 2	2 0	1 10	1 8	May.....	2 1½	1 1	2 2	2 3½
June.....	1 2	0 9	0 9	0 9	June.....	1 9	2 2	2 2	2 2
July.....	0 10	0 7	0 11	1 5	July.....	2 4½	2 2	2 2	2 2
August.....	1 2	1 1	1 4	1 5	August.....	2 10½	3 9½	3 4½	3 4½
September.....	1 7	1 8	1 11	2 1	September.....	3 8½	4 4	4 4	4 9½
October.....	2 4	2 9	2 6	2 11	October.....	4 2½	5 5	5 5	5 5
November.....	3 1	3 3	3 8	3 0	November.....	6 11½	6 4½	6 3½	6 9½
December.....	Full.	3 1	2 8	2 0	December.....	6 6½	6 7½	6 9	6 10½
1893.					1896.				
January.....	2 8½	2 7	2 6	2 8	January.....	6 4	6 4	6 5½	6 6½
February.....	2 11	2 10	2 8	2 8	February.....	6 7½	6 4½	6 5½	6 8
March.....	2 3	3 3	2 8	2 5	March.....	6 2½	5 5	5 5	5 8
April.....	2 0	1 34	Full.	Full.	April.....	3 0	4 5	3 5½	3 3
May.....	0 9	1 0	1 2	0 8	May.....	3 4½	3 3	3 4½	3 7½
June.....	0 2	0 7	0 2	0 5					
July.....	0 0	0 9	0 1	1 2					

[illegible]

NOTE.—Up to and including July, 1894, these measurements were taken from the top of the State monument. Since July, 1894, the measurements were taken with reference to the top of the new dam, which is two feet above the old State monument.

TABLE showing elevation of surface water in Otisco Lake from 1878 to 1900, inclusive. Area, 2,200 acres; average depth which can be drawn, 10 feet. Data collected from the reports of the gate-keepers.

1878.	1st.	8th.	15th.	22d.	1881.	1st.	8th.	15th.	22d.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	Ft. In.
June.....	0 0	0 0	0 1	0 2	January.....	3 8 $\frac{1}{2}$	3 2	2 10	2 7
July.....	0 0	0 0	0 1	0 3	February.....	2 5	2 3	2 4	2 7
August.....	2 3	3 4	2 6	4 0	March.....	2 4	2 3	2 6	2 7
September.....	3 2	3 4	2 6	4 0	April.....	0 5 $\frac{1}{2}$	0 7 $\frac{1}{2}$	0 9 $\frac{1}{2}$	4 6
October.....	4 3	4 3	4 2	4 1	May.....	2 6	3 0	3 0	3 8
November.....	3 5	3 11	0 11	1 0	June.....	2 5	3 0	3 4	4 6
December.....					July.....	5 7	5 7	4 10	5 0
					August.....				
1879.					September.....				
January.....	1 1	1 1	1 8	2 10	October.....	4 2	4 4	4 4	5 0
February.....	2 10	3 4	3 4	3 6	November.....	5 7			
March.....	3 11	4 1	2 2	2 3	December.....				
April.....	1 8	1 5	0 9	0 3					
May.....	0 5	0 3	0 4	0 1	1882.				
June.....	0 2	0 3	0 4	0 5	January.....				
July.....	0 6 $\frac{1}{2}$	0 8	0 10	0 11	February.....				
August.....	1 2	1 2	1 9	2 2	March.....				
September.....	2 10	3 0	3 9	4 0	April.....	0 4	0 2 $\frac{1}{2}$	0 2 $\frac{1}{2}$	0 1
October.....	4 6	4 8	4 10	5 0	May.....	0 3	0 1 $\frac{1}{2}$	0 7	0 2 $\frac{1}{2}$
November.....	5 0	5 0	4 10	4 7	June.....	0 3	0 9	0 7	0 6 $\frac{1}{2}$
December.....	4 6	4 4	4 4	4 4	July.....	0 4	0 8 $\frac{1}{2}$	0 1	0 1 $\frac{1}{2}$
					August.....	0 6	0 9	1 2	1 3 $\frac{1}{2}$
1880.					September.....	1 6	1 8	1 10	2 1
January.....	4 4	4 0	3 9	3 2	October.....	2 11	3 6	3 5	3 9
February.....	2 1	2 6	2 4	1 6	November.....	4 3	4 8	5 9	5 1
March.....	2 2	2 0	1 10	1 6	December.....	5 2	5 3	5 2	5 4
April.....	1 1	0 8 $\frac{1}{2}$	0 5	0 2 $\frac{1}{2}$					
May.....	0 1 $\frac{1}{2}$	0 2	0 3	0 2 $\frac{1}{2}$	1883.				
June.....	0 2	0 2	0 3	0 3	January.....	5 3	5 4	5 3	5 3 $\frac{1}{2}$
July.....	0 3	0 3	0 3	0 3	February.....	5 3	4 8	4 8	4 2
August.....	0 6	0 9 $\frac{1}{2}$	0 11	0 1 $\frac{1}{2}$	March.....	4 1	4 0	3 11 $\frac{1}{2}$	3 1 $\frac{1}{2}$
September.....	1 4 $\frac{1}{2}$	0 6 $\frac{1}{2}$	0 10	2 3	April.....	3 7	2 10	1 8	1 4
October.....	2 4	2 6	2 0	2 3	May.....	1 5	1 3	1 4	0 11
November.....	4 0	3 11	4 2	4 4	June.....	0 5	0 2	0 4	0 0
December.....					July.....	0 0	0 6	0 6	0 6

1883.											
August.....	0	4 <sup>4</sup>	0	0 <sup>4</sup>	0	3	0	2	3	5	6
September.....	1	0	1	6	1	3	3	3	3	3	5
October.....	2	5	2	4	2	3	3	3	3	3	5
November.....	2	4	2	3	2	3	3	3	3	3	5
December.....	1	11	2	2	2	2	2	2	2	2	5
1884.											
January.....	2	10	2	11	2	11	3	0	6	0	0
February.....	3	1	0	0	0	0	0	0	0	0	0
March.....	0	8	0	0	0	0	0	0	0	0	0
April.....	0	4	0	0	0	0	0	0	0	0	0
May.....	0	4	0	0	0	0	0	0	0	0	0
June.....	0	4	0	0	0	0	0	0	0	0	0
July.....	0	4	0	0	0	0	0	0	0	0	0
August.....	1	9	2	0	0	0	0	0	0	0	0
September.....	2	3	4	8	4	10	5	5	5	5	5
October.....	2	3	4	8	4	10	5	5	5	5	5
November.....	6	5	6	2	6	7	6	6	6	6	10
December.....	6	5	6	2	6	7	6	6	6	6	10
1885.											
January.....	5	6	4	11	4	7	4	4	4	4	4
February.....	4	8	4	8	4	8	4	4	4	4	4
March.....	4	7	4	9	4	11	5	5	5	5	5
April.....	5	0	3	6	3	3	1	1	1	1	1
May.....	0	9	0	0	0	0	0	0	0	0	0
June.....	0	1	0	0	0	0	0	0	0	0	0
July.....	0	10	0	5	0	6	1	0	0	0	0
August.....	0	10	0	11	1	3	0	0	0	0	0
September.....	1	6	3	0	2	0	2	2	2	2	2
October.....	2	6	3	0	3	0	3	3	3	3	3
November.....	3	0	3	3	2	0	2	2	2	2	2
December.....	3	0	3	3	2	0	2	2	2	2	2
1886.											
January.....	1	11	1	1	1	1	1	0	4	0	0
February.....	1	1	1	1	1	1	1	0	4	0	0
March.....	0	5	0	0	0	0	0	0	0	0	0
April.....	0	0	0	0	0	0	0	0	0	0	0
May.....	0	0	0	0	0	0	0	0	0	0	0
June.....	0	2	0	0	0	0	0	0	0	0	0
July.....	1	3	2	0	3	0	3	0	3	0	3
August.....	1	3	2	0	3	0	3	0	3	0	3
September.....	2	4	2	5	3	5	3	3	3	3	3
October.....	2	4	2	5	3	5	3	3	3	3	3
November.....	2	4	2	5	3	5	3	3	3	3	3
December.....	2	4	2	5	3	5	3	3	3	3	3
1887.											
January.....	4	2	1	1	1	1	1	1	1	1	1
February.....	4	2	1	1	1	1	1	1	1	1	1
March.....	1	1	1	1	1	1	1	1	1	1	1
April.....	1	1	1	1	1	1	1	1	1	1	1
May.....	1	1	1	1	1	1	1	1	1	1	1
June.....	1	1	1	1	1	1	1	1	1	1	1
July.....	1	1	1	1	1	1	1	1	1	1	1
August.....	1	1	1	1	1	1	1	1	1	1	1
September.....	1	1	1	1	1	1	1	1	1	1	1
October.....	1	1	1	1	1	1	1	1	1	1	1
November.....	1	1	1	1	1	1	1	1	1	1	1
December.....	1	1	1	1	1	1	1	1	1	1	1
1888.											
January.....	5	5	5	5	5	5	5	5	5	5	5
February.....	5	5	5	5	5	5	5	5	5	5	5
March.....	5	5	5	5	5	5	5	5	5	5	5
April.....	5	5	5	5	5	5	5	5	5	5	5
May.....	5	5	5	5	5	5	5	5	5	5	5
June.....	5	5	5	5	5	5	5	5	5	5	5
July.....	5	5	5	5	5	5	5	5	5	5	5
August.....	5	5	5	5	5	5	5	5	5	5	5
September.....	5	5	5	5	5	5	5	5	5	5	5
October.....	5	5	5	5	5	5	5	5	5	5	5
November.....	5	5	5	5	5	5	5	5	5	5	5
December.....	5	5	5	5	5	5	5	5	5	5	5
1889.											
January.....	5	5	5	5	5	5	5	5	5	5	5
February.....	5	5	5	5	5	5	5	5	5	5	5
March.....	5	5	5	5	5	5	5	5	5	5	5
April.....	5	5	5	5	5	5	5	5	5	5	5
May.....	5	5	5	5	5	5	5	5	5	5	5
June.....	5	5	5	5	5	5	5	5	5	5	5
July.....	5	5	5	5	5	5	5	5	5	5	5
August.....	5	5	5	5	5	5	5	5	5	5	5
September.....	5	5	5	5	5	5	5	5	5	5	5
October.....	5	5	5	5	5	5	5	5	5	5	5
November.....	5	5	5	5	5	5	5	5	5	5	5
December.....	5	5	5	5	5	5	5	5	5	5	5
1890.											
January.....	5	5	5	5	5	5	5	5	5	5	5
February.....	5	5	5	5	5	5	5	5	5	5	5
March.....	5	5	5	5	5	5	5	5	5	5	5
April.....	5	5	5	5	5	5	5	5	5	5	5
May.....	5	5	5	5	5	5	5	5	5	5	5
June.....	5	5	5	5	5	5	5	5	5	5	5
July.....	5	5	5	5	5	5	5	5	5	5	5
August.....	5	5	5	5	5	5	5	5	5	5	5
September.....	5	5	5	5	5	5	5	5	5	5	5
October.....	5	5	5	5	5	5	5	5	5	5	5
November.....	5	5	5	5	5	5	5	5	5	5	5
December.....	5	5	5	5	5	5	5	5	5	5	5
1891.											
January.....	5	5	5	5	5	5	5	5	5	5	5
February.....	5	5	5	5	5	5	5	5	5	5	5
March.....	5	5	5	5	5	5	5	5	5	5	5
April.....	5	5	5	5	5	5	5	5	5	5	5
May.....	5	5	5	5	5	5	5	5	5	5	5
June.....	5	5	5	5	5	5	5	5	5	5	5
July.....	5	5	5	5	5	5	5	5	5	5	5
August.....	5	5	5	5	5	5	5	5	5	5	5
September.....	5	5	5	5	5	5	5	5	5	5	5
October.....	5	5	5	5	5	5	5	5	5	5	5
November.....	5	5	5	5	5	5	5	5	5	5	5
December.....	5	5	5	5	5	5	5	5	5	5	5

## Elevation of surface water in Otisco Lake—(Concluded).

1891.	1st.	8th.	15th.	22d.	1894.		1st.	8th.	15th.	22d.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.	March.	April.	Ft. In.	Ft. In.	Ft. In.	Ft. In.
June.....	0 2	0 5	0 7	0 10	.....	.....	9 4	1 10	1 4	0 8
July.....	1 1	1 4	1 7	1 10	.....	.....	0 6	0 8	0 1	0 1
August.....	2 2	2 6	2 10	.....	.....	.....	0 9	0 2	0 1	0 4
September.....	3 4	3 6	3 8	4 9	.....	.....	0 4	0 5	.....	.....
October.....	4 6	4 7	.....	.....	.....	.....	0 2	Full	0 5	0 10
November.....	5 4	5 8	6 0	6 6	.....	.....	1 3	1 10	2 4	2 9
December.....	6 11	.....	6 10	.....	.....	.....	4 5	4 7	4 6	4 6
1892.	.....	.....	.....	.....	.....	.....	4 11	5 3	5 0	4 10
January.....	6 0	.....	5 3	.....	.....	.....	.....	4 6	.....	.....
February.....	5 0	.....	.....	.....	.....	.....	.....	.....	.....	.....
March.....	4 0	8 8	8 0	9 9	.....	.....	4 10	.....	4 5	4 0
April.....	1 7	0 6	0 4	0 8	.....	.....	.....	4 4	.....	.....
May.....	0 1	0 5	0 3	0 5	.....	.....	4 8	4 4	3 10	0 0 $\frac{1}{2}$
June.....	0 5	0 4	.....	.....	.....	.....	0 1	0 0 $\frac{1}{2}$	0 6	0 1
July.....	0 1	0 4	Full	0 2	.....	.....	0 3 $\frac{1}{2}$	0 5 $\frac{1}{2}$	0 9 $\frac{1}{2}$	1 0 $\frac{1}{2}$
August.....	0 4	0 6	1 7	2 10	.....	.....	1 4	2 8 $\frac{1}{2}$	3 0	2 2
September.....	0 11	1 8	2 8	3 1	.....	.....	2 6	4 7	5 7	3 4
October.....	2 2	2 6	.....	.....	.....	.....	4 0 $\frac{1}{2}$	.....	.....	6 11
November.....	3 3	.....	.....	.....	.....	.....	.....	.....	.....	.....
December.....	.....	.....	.....	.....	.....	.....	7 8	8 4 $\frac{1}{2}$	7 11	8 8
1893.	.....	.....	.....	.....	.....	.....	8 5	8 5	8 8	8 1 $\frac{1}{2}$
January.....	7	2 10	.....	.....	.....	.....	.....	.....	.....	.....
February.....	8 0	8 0	8 2	8 2	.....	.....	6 5	6 0	5 9	5 9
March.....	2 9	2 0	0 4	0 8	.....	.....	8 6	9 6	4 7	4 3
April.....	0 2	0 8	0 7	0 8	.....	.....	Full	Full	2 0	1 10 $\frac{1}{2}$
May.....	0 5	0 12	0 8	0 5	.....	.....	Full	Full	0 3	0 5
June.....	.....	.....	.....	.....	.....	.....	0 7	0 10	1 1	1 8
July.....	0 7	0 9	.....	.....	.....	.....	1 8	1 10	2 3	2 6
August.....	1 4	1 7	1 10	2 8	.....	.....	2 9	3 1	3 6	4 0
September.....	2 3	2 8	2 6	3 10	.....	.....	3 9	4 7	5 9	6 0
October.....	3 0	3 3	4 9	5 0	.....	.....	4 7	5 6	6 10	6 8 $\frac{1}{2}$
November.....	.....	4 4	4 9	.....	.....	.....	5 6	6 6	7 7	7 10
December.....	5 0	.....	.....	.....	.....	.....	7 4	7 7	8 8	6 9 $\frac{1}{2}$
1894.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
January.....	4 1	3 8	3 8	3 9	.....	.....	.....	.....	.....	.....
February.....	2 11	.....	2 9	2 9	.....	.....	.....	.....	.....	.....

1897.											
January	.....	6	10	6	7	6	10 <sup>4</sup>	0	7	6	1
February	.....	6	6	5	5	4	0	6	11	8	7
March	.....	7	3	2	2	4	11	11	4	4	1
April	.....	7	3	2	2	4	10	1	10	8	4
May	.....	1	7	1	1	1	4	1	1	4	1
June	.....	1	4	1	1	1	10	1	10	8	4
July	.....	1	1	1	1	1	8	6	3	14	8
August	.....	1	11	2	2	11	8	11	8	14	8
September	.....	3	8 <sup>4</sup>	4	4	8	0 <sup>4</sup>	5	6	0	4
October	.....	4	2	5	5	6	6	6	6	3	8
November	.....	6	5	6	6	6	3	8 <sup>4</sup>	4	10	8
December	.....	5	10	5	5	5	4	10	8	4	10
1898.											
January	.....	4	9	4	4	9	8	4	3	7	8
February	.....	2	11	1	1	0	0 <sup>4</sup>	1	0	0 <sup>4</sup>	1
March	.....	0	9	0	0	0	0 <sup>4</sup>	0	0 <sup>4</sup>	0 <sup>4</sup>	1
April	.....	0	9	0	0	0	0 <sup>4</sup>	0	0 <sup>4</sup>	0 <sup>4</sup>	1
May	.....	0	9	0	0	0	0 <sup>4</sup>	0	0 <sup>4</sup>	0 <sup>4</sup>	1
June	.....	0	9	0	0	0	0 <sup>4</sup>	0	0 <sup>4</sup>	0 <sup>4</sup>	1
July	.....	0	8	0	0	0	0 <sup>4</sup>	0	0 <sup>4</sup>	0 <sup>4</sup>	1
August	.....	1	8	1	1	1	10	1	10	1	1
September	.....	1	2	1	1	3	9 <sup>4</sup>	3	3	9 <sup>4</sup>	1
October	.....	4	4	4	4	4	7	4	4	7	1
November	.....	4	4	4	4	4	3	3	3	4	1
December	.....	3	3	3	3	3	1	1	1	1	1
1899.											
January	.....	3	2	2	2	0	0	0	0	0	1
February	.....	2	2	2	2	0	0	0	0	0	1
March	.....	2	2	2	2	0	0	0	0	0	1
April	.....	2	2	2	2	0	0	0	0	0	1
May	.....	2	2	2	2	0	0	0	0	0	1
June	.....	2	2	2	2	0	0	0	0	0	1
July	.....	2	2	2	2	0	0	0	0	0	1
August	.....	2	2	2	2	0	0	0	0	0	1
September	.....	2	2	2	2	0	0	0	0	0	1
October	.....	2	2	2	2	0	0	0	0	0	1
November	.....	2	2	2	2	0	0	0	0	0	1
December	.....	2	2	2	2	0	0	0	0	0	1
1900.											
January	.....	6	4	4	4	0	0	4	0	1	4
February	.....	6	4	4	4	0	0	4	0	1	4
March	.....	6	4	4	4	0	0	4	0	1	4
April	.....	6	4	4	4	0	0	4	0	1	4
May	.....	6	4	4	4	0	0	4	0	1	4
June	.....	6	4	4	4	0	0	4	0	1	4
July	.....	6	4	4	4	0	0	4	0	1	4
August	.....	6	4	4	4	0	0	4	0	1	4
September	.....	6	4	4	4	0	0	4	0	1	4
October	.....	6	4	4	4	0	0	4	0	1	4
November	.....	6	4	4	4	0	0	4	0	1	4
December	.....	6	4	4	4	0	0	4	0	1	4

TABLE showing elevation of surface of water in Eaton reservoir from 1880 to 1900 inclusive. Area, 254 acres; average depth, 50 feet. Collated from the reports of the gate-keepers.

1890.	1st.	8th.	15th.	22d.	1892.	1st.	8th.	15th.	22d.
January.....	Ft. In. 7 6	Ft. In. 7 6	Ft. In. 7 0	Ft. In. 4 6	October.....	Ft. In. 17 0	Ft. In. 18 4	Ft. In. 18 9	Ft. In. 16 8
February.....	4 6	5 0	5 0	5 0	November.....	19 0	20 0	20 6	20 9
March.....	5 0	5 0	5 8	6 0	December.....	21 3	21 6	23 0	22 2
April.....	4 6	4 6	4 6	4 6	1893.				
May.....	4 6	4 6	2 0	3 0	January.....	23 6	23 8	23 0	23 3
June.....	3 0	2 0	Full	Full	February.....	23 4	23 5	23 0	23 2
July.....	4 0	4 3	5 6	5 6	March.....	24 4	24 0	24 6	25 0
August.....	4 0	3	10 4	10 2	April.....	23 0	20 6	1 3	1 0
September.....	12 9	12 2	11 2	9 7	May.....	20 6	10 0	9 10	Full
October.....	10 2	9 10	11 6	8 6	June.....	13 4	14 6	15 7	16 4
November.....	9 6	9 5	9 0	8 6	July.....	17 4	17 8	17 8	7 11
December.....	9 2	9 2	9 2	9 0	August.....	18 0	19 0	20 2	18 6
1891.					September.....	18 0	18 0	18 5	18 6
January.....	9 0	9 0	8	8 0	October.....	19 0	19 8	20 4	21 0
February.....	8 0	9 0	7 10	5 7	November.....	22 2	22 10	23 6	24 2
March.....	5 0	5 4	5 9	5 7	December.....	24 4	24 4	24 0	24 0
April.....	4 2	4 0	4 6	4 6	1894.				
May.....	4 6	5 0	4 6	4 9	January.....	23 0	23 0	23 6	23 10
June.....	4 10	4 11	4 9	4 8	February.....	23 8	24 0	25 0	25 8
July.....	5 2	5 6	5 10	8 1	March.....	24 0	24 8	27 0	27 0
August.....	9 2	10 1	11 6	11 8	April.....	17 0	17 0	17 0	17 0
September.....	13 0	13 2	13 7	14 1	May.....	17 6	18 0	19 0	19 0
October.....	15 9	18 2	18 5	19 8	June.....	18 0	18 10	17 10	18 0
November.....	19 4	20 0	20 2	19 9	July.....	19 0	20 0	21 0	22 0
December.....	19 7	19 6	19 4	19 2	August.....	24 6	25 6	26 6	28 0
1892.					September.....	30 0	32 6	34 0	35 0
January.....	16 0	14 6	13 0	10 10	October.....	28 3	30 3	33 3	35 5
February.....	10 7	9 0	8 10	8 8	November.....	33 0	33 0	33 0	37 8
March.....	7 6	7 6	8 5	8 0	December.....	37 8	37 5	35 1	35 0
April.....	3 10	2 6	3 4	3 4	1895.				
May.....	2 10	2 6	3 4	3 6	January.....	35 0	34 6	34 2	33 8
June.....	2 4	2 0	3 4	4 0	February.....	34 8	36 4	38 4	37 0
July.....	2 4	3 0	3 6	4 6	March.....	40 0	39 6	38 9	37 2
August.....	8 0	7 10	6 9	11 4	April.....	38 0	33 0	15 9	8 9
September.....	13 0	14 6	16 0	16 6					



[illegible]

TABLE showing elevation of surface of water in Jamesville reservoir from 1890 to 1900. Area, 252 acres; average depth, sixteen and one-half feet. Collated from the reports of gate-keepers.

1890.	1st.	8th.	15th.	22d.	1892.				1st.	8th.	15th.	22d.
					Ft.	In.	Ft.	In.				
January.....	Ft. In.	Ft. In.	Ft. In.	Ft. In.	October.....	1893.	October.....	1892.	October.....	1892.	October.....	1892.
February.....	Full.	Full.	Full.	Full.	November.....	1893.	November.....	1892.	November.....	1892.	November.....	1892.
March.....	Full.	Full.	Full.	Full.	December.....	1893.	December.....	1892.	December.....	1892.	December.....	1892.
April.....	Full.	Full.	Full.	Full.	January.....	1893.	January.....	1892.	January.....	1892.	January.....	1892.
May.....	Full.	Full.	Full.	Full.	February.....	1893.	February.....	1892.	February.....	1892.	February.....	1892.
June.....	Full.	Full.	Full.	Full.	March.....	1893.	March.....	1892.	March.....	1892.	March.....	1892.
July.....	Full.	Full.	Full.	Full.	April.....	1893.	April.....	1892.	April.....	1892.	April.....	1892.
August.....	Full.	Full.	Full.	Full.	May.....	1893.	May.....	1892.	May.....	1892.	May.....	1892.
September.....	Full.	Full.	Full.	Full.	June.....	1893.	June.....	1892.	June.....	1892.	June.....	1892.
October.....	Full.	Full.	Full.	Full.	July.....	1893.	July.....	1892.	July.....	1892.	July.....	1892.
November.....	Full.	Full.	Full.	Full.	August.....	1893.	August.....	1892.	August.....	1892.	August.....	1892.
December.....	Full.	Full.	Full.	Full.	September.....	1893.	September.....	1892.	September.....	1892.	September.....	1892.
1891.	1891.	1891.	1891.	1891.	October.....	1893.	October.....	1892.	October.....	1892.	October.....	1892.
January.....	Full.	Full.	Full.	Full.	November.....	1893.	November.....	1892.	November.....	1892.	November.....	1892.
February.....	Full.	Full.	Full.	Full.	December.....	1893.	December.....	1892.	December.....	1892.	December.....	1892.
March.....	Full.	Full.	Full.	Full.	January.....	1894.	January.....	1893.	January.....	1893.	January.....	1893.
April.....	Full.	Full.	Full.	Full.	February.....	1894.	February.....	1893.	February.....	1893.	February.....	1893.
May.....	Full.	Full.	Full.	Full.	March.....	1894.	March.....	1893.	March.....	1893.	March.....	1893.
June.....	Full.	Full.	Full.	Full.	April.....	1894.	April.....	1893.	April.....	1893.	April.....	1893.
July.....	Full.	Full.	Full.	Full.	May.....	1894.	May.....	1893.	May.....	1893.	May.....	1893.
August.....	Full.	Full.	Full.	Full.	June.....	1894.	June.....	1893.	June.....	1893.	June.....	1893.
September.....	Full.	Full.	Full.	Full.	July.....	1894.	July.....	1893.	July.....	1893.	July.....	1893.
October.....	Full.	Full.	Full.	Full.	August.....	1894.	August.....	1893.	August.....	1893.	August.....	1893.
November.....	Full.	Full.	Full.	Full.	September.....	1894.	September.....	1893.	September.....	1893.	September.....	1893.
December.....	Full.	Full.	Full.	Full.	October.....	1894.	October.....	1893.	October.....	1893.	October.....	1893.
1892.	1892.	1892.	1892.	1892.	November.....	1894.	November.....	1893.	November.....	1893.	November.....	1893.
January.....	Full.	Full.	Full.	Full.	December.....	1894.	December.....	1893.	December.....	1893.	December.....	1893.
February.....	Full.	Full.	Full.	Full.	January.....	1895.	January.....	1894.	January.....	1894.	January.....	1894.
March.....	Full.	Full.	Full.	Full.	February.....	1895.	February.....	1894.	February.....	1894.	February.....	1894.
April.....	Full.	Full.	Full.	Full.	March.....	1895.	March.....	1894.	March.....	1894.	March.....	1894.
May.....	Full.	Full.	Full.	Full.	April.....	1895.	April.....	1894.	April.....	1894.	April.....	1894.
June.....	Full.	Full.	Full.	Full.	May.....	1895.	May.....	1894.	May.....	1894.	May.....	1894.
July.....	Full.	Full.	Full.	Full.	June.....	1895.	June.....	1894.	June.....	1894.	June.....	1894.
August.....	Full.	Full.	Full.	Full.	July.....	1895.	July.....	1894.	July.....	1894.	July.....	1894.
September.....	Full.	Full.	Full.	Full.	August.....	1895.	August.....	1894.	August.....	1894.	August.....	1894.
October.....	Full.	Full.	Full.	Full.	September.....	1895.	September.....	1894.	September.....	1894.	September.....	1894.
November.....	Full.	Full.	Full.	Full.	October.....	1895.	October.....	1894.	October.....	1894.	October.....	1894.
December.....	Full.	Full.	Full.	Full.	November.....	1895.	November.....	1894.	November.....	1894.	November.....	1894.
1900.	1900.	1900.	1900.	1900.	December.....	1895.	December.....	1894.	December.....	1894.	December.....	1894.
January.....	Full.	Full.	Full.	Full.	January.....	1896.	January.....	1895.	January.....	1895.	January.....	1895.
February.....	Full.	Full.	Full.	Full.	February.....	1896.	February.....	1895.	February.....	1895.	February.....	1895.
March.....	Full.	Full.	Full.	Full.	March.....	1896.	March.....	1895.	March.....	1895.	March.....	1895.
April.....	Full.	Full.	Full.	Full.	April.....	1896.	April.....	1895.	April.....	1895.	April.....	1895.
May.....	Full.	Full.	Full.	Full.	May.....	1896.	May.....	1895.	May.....	1895.	May.....	1895.
June.....	Full.	Full.	Full.	Full.	June.....	1896.	June.....	1895.	June.....	1895.	June.....	1895.
July.....	Full.	Full.	Full.	Full.	July.....	1896.	July.....	1895.	July.....	1895.	July.....	1895.
August.....	Full.	Full.	Full.	Full.	August.....	1896.	August.....	1895.	August.....	1895.	August.....	1895.
September.....	Full.	Full.	Full.	Full.	September.....	1896.	September.....	1895.	September.....	1895.	September.....	1895.
October.....	Full.	Full.	Full.	Full.	October.....	1896.	October.....	1895.	October.....	1895.	October.....	1895.
November.....	Full.	Full.	Full.	Full.	November.....	1896.	November.....	1895.	November.....	1895.	November.....	1895.
December.....	Full.	Full.	Full.	Full.	December.....	1896.	December.....	1895.	December.....	1895.	December.....	1895.

1895.												1896.												1897.												1898.												1899.												1900.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
May	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.	November	Full.	December	Full.	January	Full.	February	Full.	March	Full.	April	Full.	May	Full.	June	Full.	July	Full.	August	Full.	September	Full.	October	Full.

TABLE showing elevation of surface of water in Cazenovia Lake from 1880 to 1900 inclusive. Area, 1,778 acres; average depth which can be drawn, four and one-half feet. Collated from the reports of gate-keepers.

1880.	1st.	8th.	15th.	22d.	1892.	1st.	8th.	15th.	22d.
January.....	Ft. In. Full.	Ft. In. Full.	Ft. In. Full.	Ft. In. Full.	October.....	Ft. In. Full.	Ft. In. Full.	Ft. In. Full.	Ft. In. Full.
February.....	Full.	Full.	Full.	Full.	November.....	Full.	Full.	Full.	Full.
March.....	Full.	Full.	Full.	Full.	December.....	Full.	Full.	Full.	Full.
April.....	Full.	Full.	Full.	Full.					
May.....	Full.	Full.	Full.	Full.	1893.				
June.....	Full.	Full.	Full.	Full.	January.....	Full.	Full.	Full.	Full.
July.....	Full.	Full.	Full.	Full.	February.....	Full.	Full.	Full.	Full.
August.....	Full.	Full.	Full.	Full.	March.....	Full.	Full.	Full.	Full.
September.....	Full.	Full.	Full.	Full.	April.....	Full.	Full.	Full.	Full.
October.....	Full.	Full.	Full.	Full.	May.....	Full.	Full.	Full.	Full.
November.....	Full.	Full.	Full.	Full.	June.....	Full.	Full.	Full.	Full.
December.....	Full.	Full.	Full.	Full.	July.....	Full.	Full.	Full.	Full.
					August.....	Full.	Full.	Full.	Full.
					September.....	Full.	Full.	Full.	Full.
					October.....	Full.	Full.	Full.	Full.
					November.....	Full.	Full.	Full.	Full.
					December.....	Full.	Full.	Full.	Full.
					1894.				
					January.....	Full.	Full.	Full.	Full.
					February.....	Full.	Full.	Full.	Full.
					March.....	Full.	Full.	Full.	Full.
					April.....	Full.	Full.	Full.	Full.
					May.....	Full.	Full.	Full.	Full.
					June.....	Full.	Full.	Full.	Full.
					July.....	Full.	Full.	Full.	Full.
					August.....	Full.	Full.	Full.	Full.
					September.....	Full.	Full.	Full.	Full.
					October.....	Full.	Full.	Full.	Full.
					November.....	Full.	Full.	Full.	Full.
					December.....	Full.	Full.	Full.	Full.
					1895.				
					January.....	Full.	Full.	Full.	Full.
					February.....	Full.	Full.	Full.	Full.
					March.....	Full.	Full.	Full.	Full.
					April.....	Full.	Full.	Full.	Full.

1886.											
May.....	0	1 1/2	0	0	0	0	0	0	0	0	Full.
June.....	0	0	0	0	0	0	0	0	0	0	Full.
July.....	1	0	0	0	0	0	0	0	0	0	Full.
August.....	0	0	0	0	0	0	0	0	0	0	Full.
September.....	0	0	0	0	0	0	0	0	0	0	Full.
October.....	1	1	1	1	1	1	1	1	1	1	Full.
November.....	1	1	1	1	1	1	1	1	1	1	Full.
December.....	0	0	0	0	0	0	0	0	0	0	Full.
1887.											
January.....	0	0	0	0	0	0	0	0	0	0	Full.
February.....	0	0	0	0	0	0	0	0	0	0	Full.
March.....	0	0	0	0	0	0	0	0	0	0	Full.
April.....	0	0	0	0	0	0	0	0	0	0	Full.
May.....	0	0	0	0	0	0	0	0	0	0	Full.
June.....	0	0	0	0	0	0	0	0	0	0	Full.
July.....	0	0	0	0	0	0	0	0	0	0	Full.
August.....	0	0	0	0	0	0	0	0	0	0	Full.
September.....	0	0	0	0	0	0	0	0	0	0	Full.
October.....	1	1	1	1	1	1	1	1	1	1	Full.
November.....	1	1	1	1	1	1	1	1	1	1	Full.
December.....	0	0	0	0	0	0	0	0	0	0	Full.
1888.											
January.....	0	0	0	0	0	0	0	0	0	0	Full.
February.....	0	0	0	0	0	0	0	0	0	0	Full.
March.....	0	0	0	0	0	0	0	0	0	0	Full.
April.....	0	0	0	0	0	0	0	0	0	0	Full.
May.....	0	0	0	0	0	0	0	0	0	0	Full.
June.....	0	0	0	0	0	0	0	0	0	0	Full.
July.....	0	0	0	0	0	0	0	0	0	0	Full.
August.....	0	0	0	0	0	0	0	0	0	0	Full.
September.....	0	0	0	0	0	0	0	0	0	0	Full.
October.....	0	0	0	0	0	0	0	0	0	0	Full.
November.....	0	0	0	0	0	0	0	0	0	0	Full.
December.....	0	0	0	0	0	0	0	0	0	0	Full.
1889.											
January.....	0	0	0	0	0	0	0	0	0	0	Full.
February.....	0	0	0	0	0	0	0	0	0	0	Full.
March.....	0	0	0	0	0	0	0	0	0	0	Full.
April.....	0	0	0	0	0	0	0	0	0	0	Full.
May.....	0	0	0	0	0	0	0	0	0	0	Full.
June.....	0	0	0	0	0	0	0	0	0	0	Full.
July.....	0	0	0	0	0	0	0	0	0	0	Full.
August.....	0	0	0	0	0	0	0	0	0	0	Full.
September.....	0	0	0	0	0	0	0	0	0	0	Full.
October.....	0	0	0	0	0	0	0	0	0	0	Full.
November.....	0	0	0	0	0	0	0	0	0	0	Full.
December.....	0	0	0	0	0	0	0	0	0	0	Full.
1890.											
January.....	0	0	0	0	0	0	0	0	0	0	Full.
February.....	0	0	0	0	0	0	0	0	0	0	Full.
March.....	0	0	0	0	0	0	0	0	0	0	Full.
April.....	0	0	0	0	0	0	0	0	0	0	Full.
May.....	0	0	0	0	0	0	0	0	0	0	Full.
June.....	0	0	0	0	0	0	0	0	0	0	Full.
July.....	0	0	0	0	0	0	0	0	0	0	Full.
August.....	0	0	0	0	0	0	0	0	0	0	Full.
September.....	0	0	0	0	0	0	0	0	0	0	Full.
October.....	0	0	0	0	0	0	0	0	0	0	Full.
November.....	0	0	0	0	0	0	0	0	0	0	Full.
December.....	0	0	0	0	0	0	0	0	0	0	Full.

TABLE showing elevation of surface of water in Bradley Brook reservoir from 1890 to 1900, inclusive. Area, 134 acres; average depth, twenty-five feet. Collated from the report of the gate-keeper.

1890.	1st.	8th.	15th.	22d.	1892.	1st.	8th.	15th.	22d.
January.....	Ft. In.	Ft. In.	Ft. In.	Ft. In.	October.....	Ft. In.	Ft. In.	Ft. In.	Ft. In.
February.....	2 0	2 2	2 0	1 4	November.....	2 6	1 4	1 6	2 8
March.....	1 0	0 8	0 8	0 6	December..	6 0	6 6	5 0	5 10
April.....	0 8	0 6	0 4	0 6					
May.....	Ft.	Ft.	Ft.	Ft.	1893.				
June.....	Ft.	Ft.	Ft.	Ft.	January.....	6 8	6 2	6 2	6 0
July.....	Ft.	Ft.	Ft.	Ft.	February..	6 4	6 6	6 4	6 8
August.....	1 10	2 0	2 2	1 4	March.....	5 0	5 0	5 0	4 10
September..	1 6	2 0	2 2	2 3	April.....	3 10	4 0	3 6	3 0
October...	3 3	3 0	3 1	2 0	May.....	Ft.	Ft.	Ft.	Ft.
November..	4 7	4 8	5 10	4 3	June.....	Ft.	Ft.	Ft.	Ft.
December..	5 9	5 4	4 10	4 3	July.....	Ft.	Ft.	Ft.	Ft.
					August....	Ft.	Ft.	Ft.	Ft.
1891.					September..	1 6	2 0	2 10	4 0
January.....	8 9	8 6	8 0	8 8	October...	1 1	7 6	8 0	9 6
February...	2 9	2 11	2 6	2 0	November..	11 0	10 10	10 8	11 0
March.....	Ft.	Ft.	Ft.	Ft.	December..				
April.....	1 3	0 3	0 10	1 0	1894.				
May.....	1 3	1 3	0 10	2 0	January.....	11 6	11 10	12 0	12 6
June.....	0 10	4 0	2 11	2 10	February...	12 0	11 2	11 6	10 10
July.....	1 6	1 9	2 0	4 6	March.....	10 0	8 4	8 6	4 0
August....	5 10	5 9	6 2	7 0	April.....	2 0	2 6	2 0	1 4
September..	9 0	10 0	10 6	11 6	May.....	1 6	1 3	1 6	1 3
October...	12 2	13 0	12 6	11 6	June.....	2 2	2 4	2 6	1 10
November..	11	11	11 0	10 6	July.....	3 2	3 4	3 6	3 0
December..					August....	5 6	6 4	6 0	4 0
					September..	10 0	11 3	11 0	11 3
1892.					October...	11 0	12 0	12 6	11 8
January.....	9 6	9 0	8 6	7 8	November..	13 0	12 9	11 9	11 6
February...	6 9	6 2	6 0	5 10	December..				
March.....	6 7	6 5	6 1	1 0	1895.				
April.....	9 3	1 10	1 6	1 0	January.....	11 0	10 6	10 0	8 10
May.....	9 5	Ft.	Ft.	Ft.	February...	8 0	7 11	7 6	7 5
June.....	Ft.	Ft.	Ft.	Ft.	March.....	5 0	5 0	6 0	3 4
July.....	Ft.	Ft.	Ft.	Ft.	April.....	3 3	3 0	1 6	1 6
August....	Ft.	Ft.	Ft.	Ft.					
September..	Ft.	Ft.	Ft.	Ft.					

1895.											
May	Full.	1	6	1	4	1	6	4	10	0	10
June	Full.	3	0	2	0	2	0	6	10	18	0
July	Full.	3	6	4	0	4	8	7	Full.	1	2
August	Full.	7	6	4	6	10	6	3	6	3	8
September	Full.	7	6	7	0	16	0	5	0	4	0
October	Full.	13	0	14	0	24	0	5	5	7	2
November	Full.	15	0	20	0	24	0	6	8	7	2
December	Full.	23	0	24	0	23	0	7	10	8	6
1896.											
January	Full.	17	0	15	0	15	0	7	10	8	6
February	Full.	14	0	13	0	10	0	6	10	7	6
March	Full.	13	0	11	0	10	0	6	10	7	6
April	Full.	7	0	5	0	3	0	6	10	7	6
May	Full.	2	0	3	0	3	0	6	10	7	6
June	Full.	2	0	3	0	3	0	6	10	7	6
July	Full.	2	0	3	0	3	0	6	10	7	6
August	Full.	4	0	5	0	7	0	6	10	7	6
September	Full.	7	6	10	0	13	2	6	10	7	6
October	Full.	13	0	14	8	17	0	6	10	7	6
November	Full.	18	6	20	0	21	0	6	10	7	6
December	Full.	23	0	21	0	21	8	6	10	7	6
1897.											
January	Full.	21	0	21	0	21	0	6	10	7	6
February	Full.	21	0	21	0	21	0	6	10	7	6
March	Full.	20	0	18	0	15	5	6	10	7	6
April	Full.	9	2	7	0	5	3	6	10	7	6
May	Full.	6	0	6	0	5	4	6	10	7	6
June	Full.	5	2	4	6	4	10	6	10	7	6
July	Full.	5	4	5	6	5	8	6	10	7	6
August	Full.	5	4	6	0	6	6	6	10	7	6
September	Full.	5	9	6	3	8	6	6	10	7	6
October	Full.	7	7	7	9	7	9	6	10	7	6
November	Full.	8	8	8	6	8	0	6	10	7	6
December	Full.	8	0	7	7	8	6	6	10	7	6
1898.											
January	Full.	6	8	6	8	6	8	6	10	7	6
February	Full.	5	8	5	6	5	3	6	10	7	6
1899.											
March	Full.	4	10	4	10	4	10	4	10	4	10
April	Full.	1	0	1	0	1	0	1	0	1	0
May	Full.	1	0	1	0	1	0	1	0	1	0
June	Full.	1	0	1	0	1	0	1	0	1	0
July	Full.	1	0	1	0	1	0	1	0	1	0
August	Full.	1	0	1	0	1	0	1	0	1	0
September	Full.	1	0	1	0	1	0	1	0	1	0
October	Full.	1	0	1	0	1	0	1	0	1	0
November	Full.	1	0	1	0	1	0	1	0	1	0
December	Full.	1	0	1	0	1	0	1	0	1	0
1900.											
January	Full.	19	6	19	6	19	6	19	6	19	6
February	Full.	18	0	18	0	18	0	18	0	18	0
March	Full.	17	0	17	0	17	0	17	0	17	0
April	Full.	16	0	16	0	16	0	16	0	16	0
May	Full.	15	0	15	0	15	0	15	0	15	0
June	Full.	14	0	14	0	14	0	14	0	14	0
July	Full.	13	0	13	0	13	0	13	0	13	0
August	Full.	12	0	12	0	12	0	12	0	12	0
September	Full.	11	0	11	0	11	0	11	0	11	0
October	Full.	10	0	10	0	10	0	10	0	10	0
November	Full.	9	0	9	0	9	0	9	0	9	0
December	Full.	8	0	8	0	8	0	8	0	8	0

TABLE showing elevation of surface of water in Madison reservoir from 1890 to 1900, inclusive. Area, 235 acres; average depth, forty feet.  
 Collated from the report of the gate-keeper.

1890.	1st.	8th.	15th.	22d.	1892.	1st.	8th.	15th.	22d.	1893.	1st.	8th.	15th.	22d.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	Ft. In.
January.....	1 6	1 4	1 4	Full.	October.....	8 0	8 6	8 9	Full.	January.....	11 6	11 4	11 0	11 0
February.....	Full.	0 4	0 6	0 8	November.....	9 4	10 0	10 6	10 6	February.....	10 9	10 6	10 4	10 4
March.....	0 7	0 10	0 10	1 0	December.....	11 5	12 0	11 3	11 3	March.....	9 8	10 0	7 6	6 0
April.....	Full.	Full.	Full.	Full.						April.....	Full.	Full.	Full.	Full.
May.....	Full.	Full.	Full.	Full.	1893.					May.....	Full.	Full.	Full.	Full.
June.....	Full.	Full.	Full.	Full.	January.....	11 6	11 4	11 0	11 0	June.....	Full.	Full.	Full.	Full.
July.....	Full.	Full.	Full.	Full.	February.....	10 9	10 6	10 4	10 4	July.....	Full.	Full.	Full.	Full.
August.....	0 4	0 7	0 9	1 9	March.....	9 8	10 0	7 6	6 0	August.....	4 0	4 6	4 0	3 0
September.....	2 9	3 0	0 9	Full.	April.....	Full.	Full.	Full.	Full.	September.....	6 10	6 4	6 0	5 0
October.....	Full.	.....	5 4	5 6	May.....	Full.	Full.	Full.	Full.	October.....	2 10	2 4	2 0	1 0
November.....	5 4	5 4	6 8	5 6	June.....	Full.	Full.	Full.	Full.	November.....	4 0	4 6	4 0	3 0
December.....	4 4	3 0	3 0	2 2	July.....	Full.	Full.	Full.	Full.	December.....	6 10	6 4	6 0	5 0
					August.....	.....	.....	.....	.....		.....	.....	.....	.....
1891.					September.....	2 10	2 4	2 0	1 0	January.....	19 0	16 6	15 4	14 0
January.....	2 6	1 6	1 3	1 0	October.....	2 10	2 4	2 0	1 0	February.....	19 0	16 6	15 4	14 0
February.....	0 8	0 10	0 14	0 8	November.....	2 6	2 3	2 0	1 0	March.....	9 0	5 6	6 0	2 0
March.....	Full.	Full.	0 10	0 15	December.....	2 6	2 3	2 0	1 0	April.....	Full.	Full.	Full.	Full.
April.....	0 12	1 10	1 8	1 3						May.....	Full.	Full.	Full.	Full.
May.....	1 0	2 6	2 2	3 6	1894.					June.....	Full.	Full.	Full.	Full.
June.....	3 8	3 8	4 2	4 8	January.....	19 0	16 6	15 4	14 0	July.....	2 3	2 3	2 3	2 3
July.....	5 3	5 10	6 4	8 3	February.....	19 0	16 6	15 4	14 0	August.....	2 3	2 3	2 3	2 3
August.....	9 6	10 8	12 2	16 0	March.....	9 0	5 6	6 0	2 0	September.....	3 10	5 3	6 6	8 4
September.....	14 3	14 6	15 0	18 10	April.....	0 6	Full.	Full.	Full.	October.....	11 0	12 6	15 0	17 6
October.....	20 0	24 6	27 6	27 6	May.....	Full.	Full.	Full.	Full.	November.....	17 2	16 6	15 4	.....
November.....	25 0	25 9	26 0	23 9	June.....	Full.	Full.	Full.	Full.	December.....	14 6	14 4	14 3	14 1
December.....	23 7	23 0	21 6	19 0	July.....	2 3	2 3	2 3	2 3					
					August.....	2 3	2 3	2 3	2 3	1895.				
1892.					September.....	3 10	5 3	6 6	8 4	January.....	14 0	13 10	13 4	12 6
January.....	12 0	10 10	9 0	7 6	October.....	11 0	12 6	15 0	17 6	February.....	13 0	11 10	18 8	11 0
February.....	6 10	4 0	5 3	5 6	November.....	17 2	16 6	15 4	.....	March.....	6 0	5 6	6 2	5 6
March.....	Full.	Full.	Full.	Full.	December.....	14 6	14 4	14 3	.....	April.....	6 3	5 0	Full.	Full.
April.....	Full.	Full.	Full.	Full.										
May.....	Full.	Full.	Full.	Full.										
June.....	Full.	Full.	Full.	Full.										
July.....	Full.	Full.	Full.	Full.										
August.....	0 10	0 10	0 10	0 10										
September.....	0 3	0 3	0 3	0 3										



1898.											
May.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
June.....	1	2	0	0	0	0	0	0	0	0	0
July.....	6	6	6	6	6	6	6	6	6	6	6
August.....	4	4	4	4	4	4	4	4	4	4	4
September.....	0	0	0	0	0	0	0	0	0	0	0
October.....	6	6	6	6	6	6	6	6	6	6	6
November.....	15	15	15	15	15	15	15	15	15	15	15
December.....	23	23	23	23	23	23	23	23	23	23	23
1899.											
January.....	90	90	90	90	90	90	90	90	90	90	90
February.....	17	17	17	17	17	17	17	17	17	17	17
March.....	17	17	17	17	17	17	17	17	17	17	17
April.....	7	7	7	7	7	7	7	7	7	7	7
May.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
June.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
July.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
August.....	1	1	1	1	1	1	1	1	1	1	1
September.....	0	0	0	0	0	0	0	0	0	0	0
October.....	5	5	5	5	5	5	5	5	5	5	5
November.....	7	7	7	7	7	7	7	7	7	7	7
December.....	22	22	22	22	22	22	22	22	22	22	22
1897.											
January.....	19	19	19	19	19	19	19	19	19	19	19
February.....	17	17	17	17	17	17	17	17	17	17	17
March.....	16	16	16	16	16	16	16	16	16	16	16
April.....	4	4	4	4	4	4	4	4	4	4	4
May.....	0	0	0	0	0	0	0	0	0	0	0
June.....	0	0	0	0	0	0	0	0	0	0	0
July.....	0	0	0	0	0	0	0	0	0	0	0
August.....	0	0	0	0	0	0	0	0	0	0	0
September.....	0	0	0	0	0	0	0	0	0	0	0
October.....	2	2	2	2	2	2	2	2	2	2	2
November.....	7	7	7	7	7	7	7	7	7	7	7
December.....	8	8	8	8	8	8	8	8	8	8	8
1896.											
January.....	6	6	6	6	6	6	6	6	6	6	6
February.....	4	4	4	4	4	4	4	4	4	4	4
March.....	0	0	0	0	0	0	0	0	0	0	0
April.....	0	0	0	0	0	0	0	0	0	0	0
May.....	0	0	0	0	0	0	0	0	0	0	0
June.....	0	0	0	0	0	0	0	0	0	0	0
July.....	0	0	0	0	0	0	0	0	0	0	0
August.....	0	0	0	0	0	0	0	0	0	0	0
September.....	0	0	0	0	0	0	0	0	0	0	0
October.....	0	0	0	0	0	0	0	0	0	0	0
November.....	0	0	0	0	0	0	0	0	0	0	0
December.....	0	0	0	0	0	0	0	0	0	0	0
1900.											
January.....	22	22	22	22	22	22	22	22	22	22	22
February.....	18	18	18	18	18	18	18	18	18	18	18
March.....	10	10	10	10	10	10	10	10	10	10	10
April.....	6	6	6	6	6	6	6	6	6	6	6
May.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
June.....	1	1	1	1	1	1	1	1	1	1	1
July.....	1	1	1	1	1	1	1	1	1	1	1
August.....	1	1	1	1	1	1	1	1	1	1	1
September.....	6	6	6	6	6	6	6	6	6	6	6
October.....	8	8	8	8	8	8	8	8	8	8	8
November.....	10	10	10	10	10	10	10	10	10	10	10
December.....	9	9	9	9	9	9	9	9	9	9	9



1898.	May.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....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TABLE showing elevation of surface of water in Erieville reservoir from 1890 to 1900, inclusive. Area, 340 acres; average depth twenty-one and one-half feet. Collated from the reports of the gate-keepers.

1890.	1st.	8th.	15th.	22d.	1892.	1st.	8th.	15th.	22d.
January.....	Ft. In.	Ft. In.	Ft. In.	Ft. In.	October.....	Ft. In.	Ft. In.	Ft. In.	Ft. In.
February.....	5 0	5 0	5 0	5 0	November.....	5 0	5 0	5 0	6 0
March.....	0 4	0 6	0 6	1 0	December.....	7 1	7 6	6 8	6 8
April.....	1 0	0 10	0 10	Full.	1893.				
May.....	Full.	Full.	Full.	1 8	January.....	6 0	9 6	11 0	0
June.....	2 0	0 8	1 8	2 6	February.....	11 10	12 9	13 6	14 0
July.....	2 6	4 6	5 6	6 0	March.....	14 0	6 6	4 0	2 0
August.....	6 6	8 0	8 6	8 6	April.....	12 0	Full.	Full.	0 6
September.....	7 0	8 0	8 0	6 0	May.....	0 9	Full.	Full.	0 6
October.....	6 0	6 0	6 0	6 0	June.....	Full.	Full.	1 0	1 0
November.....	6 0	6 0	6 0	6 0	July.....	.....	.....	.....	.....
December.....	6 0	6 0	6 0	6 0	August.....	1 5	2 1	2 0	2 0
1891.					September.....	7 4	8 10	6 9	6 6
January.....	0 7	0 2	7 4	7 0	October.....	6 0	6 0	5 10	6 6
February.....	5 6	5 6	6 0	5 0	November.....	7 9	9 9	10 7	12 3
March.....	2 0	4 0	6 0	5 0	December.....	14 0	17 0	17 0	17 0
April.....	5 0	5 0	4 4	4 0	1894.				
May.....	5 0	3 10 $\frac{1}{2}$	4 4	4 0	January.....	17 6	16 0	10 6	9 7
June.....	5 7	6 10	6 7	7 8	February.....	6 9	8 6	8 3	7 11
July.....	6 9	11 16	12 9	14 8	March.....	7 0	9 8	9 3	4 6
August.....	15 4	17 6	18 6	19 0	April.....	1 1	0 10	2 3	1 8
September.....	20 8	22 0	22 8	24 0	May.....	0 2	0 12	0 9	0 0
October.....	26 0	27 6	29 0	30 0	June.....	Full.	Full.	0 3	Full.
November.....	.....	.....	.....	.....	July.....	1 10	2 1	0 10	0 10
December.....	.....	.....	.....	.....	August.....	5 3	6 1	3 2	4 2
1892.					September.....	7 8	8 10	9 3	6 10
January.....	.....	12 0	12 0	12 0	October.....	11 0	11 4	9 3	9 10
February.....	.....	.....	.....	.....	November.....	12 0	12 6	11 9	.....
March.....	.....	.....	.....	.....	December.....	.....	.....	.....	.....
April.....	.....	.....	.....	.....	1895.				
May.....	.....	.....	.....	.....	January.....	.....	16 3	16 0	16 0
June.....	.....	.....	.....	.....	February.....	16 0	16 0	16 0	16 0
July.....	.....	.....	.....	.....	March.....	16 6	16 6	16 6	16 6
August.....	.....	.....	.....	.....	April.....	16 6	14 6	10 6	7 10
September.....	.....	.....	.....	.....					

1893.											
May	7	6	94	7	24	6	104	6	104	March	4
June	6	11	11	11	11	10	9	10	1	April	1
July	13	44	14	34	15	8	16	64	Full.	May	Full.
August	17	9	18	11	20	8	21	6	0	June	Full.
September	23	5	24	11	25	24	26	6	64	July	Full.
October	24	8	24	0	25	74	26	0	64	August	Full.
November	23	5	24	0	25	74	26	0	64	September	Full.
December	23	5	24	0	25	74	26	0	64	October	Full.
1894.											
January	19	10	17	0	18	8	17	11	6	November	6
February	17	7	17	0	18	8	17	11	6	December	6
March	15	6	14	9	16	5	15	5	4		4
April	11	2	8	5	14	8	13	7	6		6
May	11	2	8	5	14	8	13	7	6		6
June	0	11	1	2	1	0	1	10	4		4
July	2	6	3	0	3	0	3	11	0		0
August	3	10	5	3	4	10	8	0	0		0
September	10	8	11	8	12	8	13	6	0		0
October	14	10	16	2	17	0	17	6	0		0
November	18	7	18	11	19	2	19	6	0		0
December	19	6	19	2	18	3	18	4	0		0
1897.											
January	18	4	17	8	17	3	16	11	9	January	6
February	16	6	16	2	15	10	15	5	10	February	9
March	14	10	14	1	13	6	13	0	5	March	5
April	9	7	8	0	6	10	6	2	10	April	10
May	5	3	5	1	4	5	3	10	6	May	6
June	3	3	3	3	3	11	3	2	10	June	3
July	3	3	3	3	3	6	3	2	10	July	3
August	3	3	3	3	3	6	3	2	10	August	3
September	3	3	3	3	3	6	3	2	10	September	3
October	3	3	3	3	3	6	3	2	10	October	3
November	5	5	5	5	5	7	5	9	0	November	5
December	7	7	7	7	7	11	7	6	0	December	7
1898.											
January	7	2	7	2	7	2	6	5	11	January	7
February	5	11	5	7	5	7	4	11	11	February	5



1898.											
March.....	6	6	6	6	6	6	6	6	6	6	Full.
April.....	5	5	4	4	4	4	4	4	4	4	Full.
May.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
June.....	3	3	3	3	3	3	3	3	3	3	Full.
July.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
August.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
September.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
October.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
November.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
December.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
1899.											
January.....	6	6	6	6	6	6	6	6	6	6	Full.
February.....	5	5	5	5	5	5	5	5	5	5	Full.
March.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
April.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
May.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
June.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
July.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
August.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
September.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
October.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
November.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
December.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
1900.											
January.....	6	6	6	6	6	6	6	6	6	6	Full.
February.....	5	5	5	5	5	5	5	5	5	5	Full.
March.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
April.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
May.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
June.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
July.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
August.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
September.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
October.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
November.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.
December.....	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.	Full.

TABLE showing elevation of surface water in Hatch's Lake, from 1890 to 1900, inclusive. Area, 134 acres; average depth, ten feet.  
Collected from the reports of gate-keepers.

1890.	1st.	8th.	15th.	22d.	1892.	1st.	8th.	15th.	22d.
January.....	Ft. In.	Ft. In.	Ft. In.	Ft. In.	October.....	Ft. In.	Ft. In.	Ft. In.	Ft. In.
February.....	1 10	1 10	2 0	1 0	November.....	1 4	2 0	1 10	2 0
March.....	1 0	1 0	2 0	1 0	December.....	1 6	1 3	1 0	0 10
April.....	1 6	1 4	1 6	1 6		0 4	Full.	1 10	1 0
May.....	3 0	3 0	2 6	1 6	1893.				
June.....	1 6	1 6	Full.	1 6	January.....	1 10	1 9	2 0	1 6
July.....	1 10	1 6	2 6	2 9	February.....	0 16	1 4	1 1	1 4
August.....	3 3	4 0	4 6	4 6	March.....	0 10	1 0	2 3	2 6
September.....	6 0	6 0	4 6	3 2	April.....	3 0	2 6	Full.	Full.
October.....	5 6	4 9	3 6	3 0	May.....	Full.	Full.	Full.	Full.
November.....	2 10	2 9	2 0	1 10	June.....	Full.	Full.	0 6	1 8
December.....	2 0	2 0	2 2	2 2	July.....	2 0	2 6	2 9	3 10
					August.....	3 0	Full.	1 6	2 0
1891.					September.....	2 6	2 0	2 3	2 6
January.....	2 0	1 9	1 7	1 5	October.....	3 0	3 2	3 2	3 6
February.....	2 0	2 6	2 3	1 2	November.....	3 0	3 2	3 2	3 6
March.....	Full.	1 3	2 0	1 3	December.....	3 0	3 2	3 10	3 6
April.....	1 6	1 4	2 0	1 4					
May.....	1 4	1 10	1 4	1 6	1894.				
June.....	2 4	3 0	3 4	3 0	January.....	2 3	2 0	1 10	1 6
July.....	3 3	3 7	3 9	3 7	February.....	2 0	2 9	2 6	2 6
August.....	3 10	4 0	4 3	3 6	March.....	2 6	2 0	2 6	3 6
September.....	5 6	4 6	5 2	4 4	April.....	2 6	Full.	1 6	1 0
October.....	6 0	7 2	8 3	6 4	May.....	0 10	Full.	Full.	Full.
November.....	5 0	8 3	8 0	7 6	June.....	0 10	1 0	1 3	1 6
December.....	7 3	6 10	6 0	5 4	July.....	2 0	2 2	2 3	2 5
					August.....	2 8	3 0	3 3	3 4
1892.					September.....	4 0	5 0	5 4	6 0
January.....	2 6	1 2	Full.	2 6	October.....	6 6	7 0	6 6	6 0
February.....	3 0	5 0	3 0	2 6	November.....	6 6	6 0	5 6	.....
March.....	3 0	5 0	.....	2 6	December.....	4 6	4 4	4 4	4 0
April.....	3 0	5 0	1 4	2 6					
May.....	1 6	1 10	1 5	1 10	1895.				
June.....	Full.	Full.	1 5	1 10	January.....	3 10	3 6	3 2	3 0
July.....	2 6	3 10	4 0	2 6	February.....	3 2	3 2	3 2	3 0
August.....	4 4	3 6	4 2	3 6	March.....	3 4	3 2	3 2	3 0
September.....	1 10	3 6	4 6	1 1	April.....	2 6	3 0	2 1	3 0



1896.											
May.....	1	10	1	6	2	1	6	2	0	1	10
June.....	2	8	0	0	0	0	0	0	0	1	0
July.....	3	6	6	0	6	0	0	0	0	1	0
August.....	4	0	0	0	0	0	0	0	0	0	0
September.....	5	0	0	0	0	0	0	0	0	0	0
October.....	6	0	0	0	0	0	0	0	0	0	0
November.....	7	0	0	0	0	0	0	0	0	0	0
December.....	8	0	0	0	0	0	0	0	0	0	0
1897.											
January.....	3	0	0	0	0	0	0	0	0	1	0
February.....	4	0	0	0	0	0	0	0	0	1	0
March.....	5	0	0	0	0	0	0	0	0	1	0
April.....	6	0	0	0	0	0	0	0	0	1	0
May.....	7	0	0	0	0	0	0	0	0	1	0
June.....	8	0	0	0	0	0	0	0	0	1	0
July.....	9	0	0	0	0	0	0	0	0	1	0
August.....	10	0	0	0	0	0	0	0	0	1	0
September.....	11	0	0	0	0	0	0	0	0	1	0
October.....	12	0	0	0	0	0	0	0	0	1	0
November.....	13	0	0	0	0	0	0	0	0	1	0
December.....	14	0	0	0	0	0	0	0	0	1	0
1898.											
January.....	15	0	0	0	0	0	0	0	0	1	0
February.....	16	0	0	0	0	0	0	0	0	1	0
March.....	17	0	0	0	0	0	0	0	0	1	0
April.....	18	0	0	0	0	0	0	0	0	1	0
May.....	19	0	0	0	0	0	0	0	0	1	0
June.....	20	0	0	0	0	0	0	0	0	1	0
July.....	21	0	0	0	0	0	0	0	0	1	0
August.....	22	0	0	0	0	0	0	0	0	1	0
September.....	23	0	0	0	0	0	0	0	0	1	0
October.....	24	0	0	0	0	0	0	0	0	1	0
November.....	25	0	0	0	0	0	0	0	0	1	0
December.....	26	0	0	0	0	0	0	0	0	1	0
1899.											
January.....	27	0	0	0	0	0	0	0	0	1	0
February.....	28	0	0	0	0	0	0	0	0	1	0
March.....	29	0	0	0	0	0	0	0	0	1	0
April.....	30	0	0	0	0	0	0	0	0	1	0
May.....	31	0	0	0	0	0	0	0	0	1	0
June.....	32	0	0	0	0	0	0	0	0	1	0
July.....	33	0	0	0	0	0	0	0	0	1	0
August.....	34	0	0	0	0	0	0	0	0	1	0
September.....	35	0	0	0	0	0	0	0	0	1	0
October.....	36	0	0	0	0	0	0	0	0	1	0
November.....	37	0	0	0	0	0	0	0	0	1	0
December.....	38	0	0	0	0	0	0	0	0	1	0
1900.											
January.....	39	0	0	0	0	0	0	0	0	1	0
February.....	40	0	0	0	0	0	0	0	0	1	0
March.....	41	0	0	0	0	0	0	0	0	1	0
April.....	42	0	0	0	0	0	0	0	0	1	0
May.....	43	0	0	0	0	0	0	0	0	1	0
June.....	44	0	0	0	0	0	0	0	0	1	0
July.....	45	0	0	0	0	0	0	0	0	1	0
August.....	46	0	0	0	0	0	0	0	0	1	0
September.....	47	0	0	0	0	0	0	0	0	1	0
October.....	48	0	0	0	0	0	0	0	0	1	0
November.....	49	0	0	0	0	0	0	0	0	1	0
December.....	50	0	0	0	0	0	0	0	0	1	0

TABLE showing elevation of surface of water in Leland pond from 1890 to 1900, inclusive. Area, 173 acres, average depth, eight feet.  
 Collated from the report of the gate-keepers.

1890.	1st.	8th.	15th.	22d.	1892.	1st.	8th.	15th.	22d.
	Ft. In.	Ft. In.	Ft. In.	Ft. In.		Ft. In.	Ft. In.	Ft. In.	Ft. In.
January.....	2 0	2 0	2 0	1 0	October.....	3 0	3 6	3 10	4 0
February.....	0 8	1 0	1 0	0 8	November.....	4 4	4 0	4 5	4 0
March.....	Full.	Full.	Full.	Full.	December.....	4 6	4 10	3 2	4 0
April.....	Full.	Full.	Full.	Full.					
May.....	Full.	Full.	Full.	Full.	1893.				
June.....	Full.	Full.	Full.	Full.	January.....	3 6	3 4	3 1	3 0
July.....	Full.	Full.	Full.	Full.	February.....	3 9	3 6	3 4	3 5
August.....	2 6	3 2	3 6	1 8	March.....	1 10	2 0	1 3	1 0
September.....	5 6	5 6	5 6	2 4	April.....	0 10	Full.	Full.	Full.
October.....	3 0	1 6	1 3	1 6	May.....	Full.	Full.	Full.	Full.
November.....	0 8	0 8	0 8	Full.	June.....	Full.	Full.	Full.	Full.
December.....	Full.	Full.	Full.	1 3	July.....	1 6	2 0	2 10	3 6
					August.....	4 6	3 0	3 6	3 0
1891.					September.....	6 0	4 0	4 0	5 6
January.....	1 0	0 10	0 4	Full.	October.....	1 3	3 2	4 0	5 6
February.....	Full.	Full.	0 5	Full.	November.....	8 6	6 6	7 0	8 0
March.....	Full.	1 3	1 4	1 3	December.....		8 0	7 6	7 0
April.....	1 3	1 3	1 4	Full.					
May.....	Full.	3 9	4 3	3 6	1894.				
June.....	3 7	3 4	3 2	3 8	January.....	6 0	5 0	4 6	4 3
July.....	3 7	4 6	5 2	7 0	February.....	3 10	3 2	3 0	3 0
August.....	3 7	5 6	6 1	6 0	March.....	2 10	3 6	3 4	3 0
September.....	5 4	5 6	5 6	6 3	April.....	1 4	1 4	1 0	10
October.....	5 4	5 6	5 6	6 3	May.....	Full.	Full.	2 10	3 0
November.....	7 6	7 10	7 4	7 0	June.....	2 0	1 8	2 6	3 10
December.....	6 6	5 8	5 2	4 0	July.....	4 6	5 0	5 4	5 4
					August.....	4 6	6 0	6 4	6 10
1892.					September.....	7 6	8 0	8 6	9 6
January.....	1 8	1 0	Full.	Full.	October.....	10 0	10 0	9 0	8 6
February.....	Full.	Full.	Full.	Full.	November.....	8 0	8 6	8 0	7 4
March.....	Full.	Full.	Full.	Full.	December.....		7 10	7 8	
April.....	Full.	Full.	Full.	Full.					
May.....	Full.	Full.	Full.	Full.	1895.				
June.....	Full.	Full.	Full.	Full.	January.....	7 0	7 0	6 10	6 8
July.....	Full.	Full.	Full.	Full.	February.....	6 4	6 2	6 0	5 10
August.....	1 10	Full.	Full.	1 0	March.....	5 0	5 0	4 6	4 0
September.....	2 0	2 10	3 0	3 4	April.....	4 0	3 0	3 6	Full.

[illegible]

Table showing elevation of surface of water in Woodhull Lake, from January 1, 1898, to December 31, 1900, inclusive. Data collected from the reports of the gate-keepers.

1898.	First.		Fifteenth.	
	Feet.	Inches.	Feet.	Inches.
January .....	7	6	7	0
February .....	6	6	6	2
March .....	6	0	4	6
April .....	3	2	2	10
May .....	2	0	1	8
June .....	1	3	1	0
July .....	0	10	0	8
August .....	3	0	3	0
September .....	4	6	7	0
October .....	7	0	7	0
November .....	6	0	5	0
December .....	4	0	8	6
1899.				
January .....	2	6	2	0
February .....	1	6	1	4
March .....	1	2	1	0
April .....	0	10	0	8
May .....	Full.		Full.	
June .....	Full.		Full.	
July .....	Full.		Full.	
August .....	0	11	0	11
September .....	1	6	4	6
October .....	6	6	9	0
November .....	11	6	11	0
December .....	10	9	10	4
1900.				
January .....	9	0	8	9
February .....	8	0	7	6
March .....	7	0	6	6
April .....	6	0	6	0
May .....	1	9	1	0
June .....	1	0	1	0
July .....	1	0	1	0
August .....	1	0	1	0
September .....	0	4	0	6
October .....	2	6	2	0
November .....	3	0	2	10
December .....	2	10	2	10

Table showing elevation of surface of water in Sand Lake, from January, 1, 1898, to December 31, 1900, inclusive. Data collected from the reports of the gate-keepers.

1898.	First.	Fifteenth.
	Feet. Inches.	Feet. Inches.
January.....	Full.	Full.
February.....	Full.	Full.
March.....	Full.	Full.
April.....	Full.	Full.
May.....	Full.	Full.
June.....	Full.	Full.
July.....	Full.	2 0
August.....	Empty.	Empty.
September.....	12 0	Empty.
October.....	Empty.	Empty.
November.....	12 0	7 10
December.....	6 0	5 6
1899.		
January.....	5 0	4 6
February.....	3 6	Full.
March.....	Full.	Full.
April.....	Full.	Full.
May.....	Full.	Full.
June.....	Full.	Full.
July.....	8 0	0 0
August.....	12 0	11 0
September.....	0 0	0 0
October.....	0 0	0 0
November.....	0 0	13 0
December.....	11 0	9 0
1900.		
January.....	6 0	5 8
February.....	4 0	2 0
March.....	Full.	Full.
April.....	Full.	Full.
May.....	Full.	Full.
June.....	Full.	Full.
July.....	3 8	5 0
August.....	3 0	5 0
September.....	2 0	4 0
October.....	0 6	4 0
November.....	Full.	Full.
December.....	Full.	Full.

Table showing elevation of surface of water in North Lake, from January 1, 1898, to December 31, 1900, inclusive. Data collected from the reports of the gate-keepers.

1898.	First.	Eighth.	Fifteenth.
	Feet. Inches.	Feet. Inches.	Feet. Inches.
January.....	Empty.		Empty.
February.....	Empty.		Empty.
March.....	Empty.		15 0
April.....	8 0		2 0
May.....	Full.		3 0
June.....	7 0		3 0
July.....	2 0		8 0
August.....	3 0		1 6
September.....	Full.		6 0
October.....	1 0		5 0
November.....	3 0		3 0
December.....	Empty.		Empty.
1899.			
January.....	0 0		0 0
February.....	0 0		0 0
March.....	0 0		0 0
April.....	0 0		9 0
May.....	Full.		0 6
June.....	1 6		Full.
July.....	6 6		4 0
August.....	11 0		18 0
September.....	16 0		0 0
October.....	0 0		0 0
November.....	0 0		0 0
December.....	9 0		0 0
1900.			
January.....	Empty.		Empty.
February.....	Empty.		Empty.
March.....	Empty.		Empty.
April.....	Empty.		Empty.
May.....	Full.		Full.
June.....	1 0		Full.
July.....	10 0		9 0
August.....	6 6		15 0
September.....	12 0		12 6
October.....	10 9	10 9	19 0
November.....	Empty.		20 0
December.....	21 0		Empty.

Table showing elevation of surface of water in Twin Lake, from January 1, 1898, to December 31, 1900, inclusive. Data collected from the reports of the gate-keepers.

1898.	First.	Eight.	Fifteenth.
January.....	Feet. Inches. Empty.	Feet. Inches.	Feet. Inches. Empty.
February.....	Empty.		Empty.
March.....	Empty.		4 0
April.....	Full.		Full.
May.....	Full.		Full.
June.....	Full.		Full.
July.....	Full.		Empty.
August.....	Empty.		Empty.
September.....	4 0		3 0
October.....	2 0		Full.
November.....	Empty.		Empty.
December.....	Empty.		Empty.
1899.			
January.....	0 0		0 0
February.....	0 0		0 0
March.....	0 0		0 0
April.....	0 0		0 0
May.....	Full.		Full.
June.....	Full.		Full.
July.....	Full.		Full.
August.....	3 0		0 0
September.....	0 0		0 0
October.....	0 0		0 0
November.....	0 0		0 0
December.....	0 0		0 0
1900.			
January.....	Empty.		Empty.
February.....	Empty.		Empty.
March.....	Empty.		Empty.
April.....	Empty.		Empty.
May.....	Full.		Full.
June.....	Full.		Full.
July.....	Empty.		Empty.
August.....	Empty.		Empty.
September.....	Empty.		Empty.
October.....	Empty.	Empty.	Empty.
November.....	Empty.		Empty.
December.....	Empty.		Empty.

Table showing elevation of surface of water in South Lake, from January 1, 1898, to December 31, 1900, inclusive. Data collected from the reports of the gate-keepers.

1898.	First.	Eighth.	Fifteenth.
	Feet. Inches.	Feet. Inches.	Feet. Inches.
January .....	20 0	.....	19 0
February .....	15 0	.....	18 0
March .....	12 0	.....	10 0
April .....	2 10	.....	1 10
May .....	Full.	.....	Full.
June .....	Full.	.....	Full.
July .....	Full.	.....	9 0
August .....	8 0	.....	16 0
September .....	24 0	.....	Empty.
October .....	Empty.	.....	Empty.
November .....	24 0	.....	22 0
December .....	19 0	.....	15 0
1899.			
January .....	13 0	.....	12 0
February .....	11 6	.....	11 0
March .....	10 6	.....	8 0
April .....	7 0	.....	5 0
May .....	Full.	.....	0 8
June .....	0 8	.....	Full.
July .....	Full.	.....	Full.
August .....	5 0	.....	9 0
September .....	0 0	.....	0 0
October .....	0 0	.....	0 0
November .....	0 0	.....	25 0
December .....	24 6	.....	23 0
1900.			
January .....	20 0	.....	19 0
February .....	16 0	.....	14 0
March .....	14 6	.....	12 9
April .....	12 0	.....	11 0
May .....	Full.	.....	Full.
June .....	0 6½	.....	0 4
July .....	8 3	.....	3 0
August .....	2 6	.....	4 6
September .....	3 8	.....	6 0
October .....	12 0	12 0	17 0
November .....	16 0	.....	9 0
December .....	9 0	.....	8 10



Table showing elevation of surface of water in Canachagala Lake, from January 1, 1898, to December 31, 1900, inclusive. Data collected from the reports of the gate-keepers.

1898.	First.	Eighth.	Fifteenth.
	Feet. Inches.	Feet. Inches.	Feet. Inches.
January .....	2 0	.....	1 6
February .....	1 0	.....	0 6
March .....	Full.	.....	Full.
April .....	Full.	.....	Full.
May .....	Full.	.....	Full.
June .....	Full.	.....	Full.
July .....	Full.	.....	Full.
August .....	Empty.	.....	Empty.
September .....	Empty.	.....	Empty.
October .....	Empty.	.....	Empty.
November .....	Empty.	.....	Empty.
December .....	2 6	.....	2 6
1899.			
January .....	2 0	.....	1 6
February .....	1 2	.....	1 0
March .....	Full.	.....	Full.
April .....	Full.	.....	Full.
May .....	Full.	.....	Full.
June .....	Full.	.....	Full.
July .....	Full.	.....	Full.
August .....	2 0	.....	0 0
September .....	0 0	.....	0 0
October .....	0 0	.....	0 0
November .....	0 0	.....	0 0
December .....	4 6	.....	4 0
1900.			
January .....	3 6	.....	3 0
February .....	2 0	.....	1 0
March .....	0 9	.....	0 10
April .....	0 8	.....	0 7½
May .....	Full.	.....	Full.
June .....	Full.	.....	Full.
July .....	1 0	.....	Full.
August .....	Full.	.....	Full.
September .....	Empty.	.....	Empty.
October .....	Empty.	Empty.	Empty.
November .....	Empty.	.....	4 0
December .....	4 0	.....	4 0



Fullman's Basin.....	245	238	215	159	188	185	130	79	60	46	28	18	14	34	48	58	76	95	108	107
Fultonville.....	56	49	26	60	31	54	69	110	129	148	161	176	203	223	287	247	265	284	292	286
Fergusons.....	106	99	76	60	19	4	19	60	79	93	111	126	153	173	187	197	215	234	242	246
Gaines's Basin.....	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285
Geddes.....	315	306	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285
Geddes.....	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285
Greece (Six-Mile Grocery).....	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285	285
Higginsville.....	185	128	105	79	48	25	10	31	81	61	49	84	97	118	127	137	152	174	182	187
Hindaburg.....	289	283	289	283	289	283	179	164	123	104	90	72	57	124	144	158	168	186	205	218
Hoffman's Ferry.....	40	83	10	16	47	70	185	148	145	159	177	192	219	289	283	263	281	300	308	312
Holley.....	284	277	254	238	197	174	159	118	99	85	67	53	45	8	16	25	223	242	250	254
Hulberton.....	287	280	257	231	200	177	162	131	102	88	70	55	38	8	1	19	37	56	64	65
Huron.....	98	91	68	42	11	12	27	68	87	101	119	134	161	181	195	205	223	242	250	254
Ilion.....	185	178	155	129	98	75	60	19	178	192	210	235	252	272	286	296	314	333	341	345
Junction.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kirkville.....	135	148	125	99	68	45	30	11	80	44	62	77	104	124	138	148	166	185	193	197
Knappsville.....	241	234	211	185	164	131	116	78	56	42	24	9	18	33	52	62	80	99	107	111
Knowltonville.....	282	269	242	212	188	174	138	114	100	82	66	55	40	120	130	141	162	181	205	208
Knoxville.....	143	132	108	82	58	32	16	7	26	46	58	73	100	120	134	144	163	181	205	208
Limestone Feeder.....	159	152	129	103	72	49	34	7	26	46	58	73	100	120	134	144	163	181	205	208
Little Falls.....	87	80	57	31	23	10	88	48	28	15	8	18	45	62	79	89	107	126	144	158
Lock Berlin.....	214	207	184	158	127	104	89	48	28	15	8	18	45	62	79	89	107	126	144	158
Lockport.....	321	314	291	265	234	211	186	155	136	122	104	89	62	43	28	18	.....	.....	.....	.....
Lockville.....	323	316	198	167	136	113	98	57	38	24	6	9	36	56	70	80	98	117	125	129
Lock No. 65.....	253	246	223	197	166	143	128	87	68	54	36	27	6	26	40	50	68	87	95	99
Lodi.....	165	158	135	109	78	55	40	1	20	34	52	67	94	114	128	138	156	175	185	187
Loomis.....	127	130	107	81	50	27	12	29	48	64	81	95	122	142	156	166	184	203	211	215
Lower Black Rock.....	348	341	318	292	261	238	203	182	163	149	131	116	89	69	55	45	27	8	.....	.....
Lyons.....	217	210	187	161	130	107	92	51	32	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21	11	7	26	34	38
Maybess.....	324	307	284	258	227	204	199	148	129	115	97	82	55	35	21					



## CHAMPLAIN CANAL.

NAMES OF PLACES.	DISTANCE FROM—		
	Place to place.	Albany.	Whitehall.
Albany .....	.....	.....	73
West Troy .....	7	7	66
Junction .....	.....	7	66
Waterford .....	3	12	61
Mechanicville .....	8	20	53
Stillwater Village .....	4	24	49
Bleecker's Basin .....	2	26	47
Wilbur's Basin .....	2	28	45
Van Duzen's Landing .....	5	33	40
Schuylerville .....	3	36	37
Saratoga bridge .....	2	38	35
Fort Miller .....	3	41	32
Moses Kill .....	3	44	29
Fort Edward .....	5	49	24
Glens Falls feeder .....	2	51	22
Baker's Basin .....	1	52	21
Smith's Basin .....	5	57	16
Fort Ann .....	4	61	12
Comstock's Landing .....	4	65	8
Whitehall .....	8	73	.....

## GLENS FALLS FEEDER—CHAMPLAIN CANAL.

NAMES OF PLACES.	Distance from place to place.
Champlain canal .....	.....
Sandy Hill .....	2
Glens Falls .....	3
Head of the feeder .....	2
Head of the pond .....	5
From Junction to Whitehall .....	64
Length of Glens Falls feeder .....	12
Length of pond above Troy dam .....	3
Total .....	79

## OSWEGO CANAL.

NAMES OF PLACES.	DISTANCE FROM—		
	Place to place.	Syracuse.	Oswego.
Syracuse .....	.....	.....	38
Salina.....	2	2	36
Liverpool.....	3	5	33
Mud Lock.....	2	7	31
Cold Spring.....	1	8	30
New Bridge.....	5	13	25
Three River Point.....	2	15	23
Phoenix .....	2	17	21
Sweet's Lock.....	3	20	18
Ox Creek.....	2	23	15
Fulton .....	4	27	11
Braddock's Rapid.....	4	31	7
Tiffany's Landing.....	4	35	3
High Dam.....	1	36	2
Oswego.....	2	38	.....

## CATUGA AND SENECA CANAL.

NAMES OF PLACES.	DISTANCE FROM—		
	Placs to place.	Montezuma.	Geneva.
Montezuma .....	.....	.....	21
Seneca river.....	5	5	16
S. Dermont.....	2	7	14
Seneca Falls.....	3	10	11
Chamberlain's Mills.....	2	12	9
Waterloo .....	2	14	7
Teal's .....	5	19	2
Geneva .....	2	21	0
Lateral canal to East Cayuga village, two miles.....	2	.....	.....

## ONEIDA LAKE CANAL AND FEEDER.

Extends from Erie canal at Higgins, four miles west of New London, to the Oneida lake, as follows:

	Miles.
Canal proper, from Higgins to Wood creek.....	3 $\frac{1}{2}$
Wood creek, with a towing path to the Oneida creek.....	2 $\frac{1}{2}$

## BLACK RIVER CANAL.

NAMES OF PLACES.	DISTANCE FROM—		
	Place to place.	Rome.	Boonville.
Rome .....	.....	.....	25
Ridge Mills.....	2	2	33
Lock No. 7.....	3	5	20
Walworth's Storehouse.....	1	6	19
Westernville.....	3	9	16
Wells Brook Aqueduct.....	2	11	14
Stringer's Creek.....	2	13	12
Lansing Kill.....	1	14	11
Lock No. 81.....	2	16	9
Lansing Kill dam or feeder.....	1	17	8
Lower Falls, Lansing Kill.....	2	19	6
Upper Falls, Lansing Kill.....	2	21	4
Lock No 70.....	2	23	2
Boonville.....	2	25	.....
Sugar river.....	3	28	3
Little Falls, Black river.....	1	29	4
Port Leyden.....	3	32	7
Lock No. 9.....	1	33	8
Lyons Falls.....	2	35	10
Hawkinsville, on feeder (three miles from Boonville).....	.....	28	3
A. Lee's, on feeder.....	2	30	5
R. B. Miller's, on feeder.....	1	31	6
State dam, on feeder.....	4	35	10
Head of reservoir.....	2	37	12

## ONEIDA RIVER IMPROVEMENT.

Names of places.	Distance from place to place.
Three River Point.....	.....
Peter Scott Creek .....	4
Oak Orchard.....	4
Caughdenoy .....	7
Brewerton.....	5

## GENERAL SUMMARY.

	Miles
Erie canal .....	352
Albany basin .....	1
Feeders .....	8
	361
Champlain canal .....	66
Glens Falls feeder .....	12
Pond above Troy dam .....	3
	81

Black River canal .....	35
Black River feeder and reservoir.....	12
Black river improvement .....	42
	<hr/>
	89
	<hr/>
Oneida Lake canal feeder.....	7
	<hr/>
Oswego canal .....	38
Baldwinsville side cut.....	1
Oneida river improvement .....	20
Seneca river towing path .....	5 $\frac{3}{4}$
Seneca river improvement .....	12 $\frac{1}{4}$
	<hr/>
	77
	<hr/>
Cayuga and Seneca canal.....	23
	<hr/>
Total .....	638
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## Report Made to the Superintendent of Public Works by the Inspectors Appointed Under the Steam Navigation Law.

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ALBANY, N. Y., *December 13, 1900.*

HON. JOHN N. PARTRIDGE, *Superintendent of Public Works, Albany,  
N. Y.:*

Sir.—Pursuant to the provisions of section 27, of Chapter 30, of the General Laws of the State of New York, we have the honor to submit our report for the year ended December 31, 1900. A tabulated statement showing the vessels inspected and the officers licensed is appended.

One hundred and sixty-one vessels were inspected, of which two were condemned on account of the condition of their boilers; forty-five vessels have been added to the list and inspected for the first time. Sixteen vessels inspected last year have gone out of commission.

The wholesome effect of the law is shown by the fact that, although but two vessels have been condemned, it is practically certain that, of the sixteen vessels formerly inspected, but withdrawn from commission, at least twelve would have been running, thereby endangering life, if the law had not been in effect.

The list of boats in commission includes one electric, seven gasoline and five naphtha launches. One boat was burned at her dock, and one was transferred to United States waters during the year.

The licenses issued for the year are as follows: Ninety-nine masters' and pilots', of which nineteen were first issues; one hundred and forty-four pilots', of which fifty-nine were first issues; two hundred and sixty-five engineers', of which ninety-eight were first issues; thirty-three joint pilots' and engineers', of which twenty-one were first issues. Five hundred and forty-one licenses were therefore issued, an increase of one hundred and thirty-three over the number issued in the year 1899.

One engineer's license was revoked, and one engineer was suspended for six months, the offense in each case being intoxication while on duty. Eight applications for pilots' and one for engineer's license were refused for incompetency and lack of experience on the part of the applicants.

The total tonnage of vessels inspected for the year was 7,712, an increase of 377 tons over the tonnage of vessels inspected in 1899. The tonnage of vessels condemned or withdrawn from public service was 279.

There are still a few vessels uninspected, information of which came too late for inspection. The most of them were in such remote places that a special itinerary will have to be prepared in order to inspect them next year. It is, however, practically certain that every vessel subject to the provisions of the Navigation Law can be inspected and documented during the year 1901. We are pleased to state that the inland steamboat service has been greatly improved during the year, both with respect to the condition of the vessels and their equipment, and in the personnel of the licensed officers and their ability to perform their duties. We are also pleased to state that we believe the law is universally approved by all who have seen its effect.

We desire to repeat our suggestion of last year that the law be so amended as to compel all vessels to carry regulation lights and obey the sailing rules. This is the only way in which the traveling public can be protected.

We would recommend that all vessels, subject to the provisions of the law, be required to have, properly connected to the boiler, a pump capable of applying the test pressure. Such pump would be of service to the crew of the vessel for filling the boiler and ascertaining its condition, and, in addition, would expedite the official inspection, thereby reducing the cost of the latter to the State.

Our experience, gained during the three years in which the law has been in operation, has shown some minor defects which should be remedied by amendment. These suggested amendments will be submitted to you for your consideration.

Respectfully submitted,

W. S. VAN KEUREN,

G. B. PRESTON,

*Inspectors of Steam Vessels.*

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**REPORT**

**OF THE**

**SUPERINTENDENT OF PUBLIC WORKS**

**UPON THE**

**TRADE AND TONNAGE OF THE CANALS**

**FOR THE YEAR 1900.**

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ANNUAL ACCOUNT OF PROPERTY (in tons of 2,000 lbs.) shipped on the canal each week during the season of 1900.

DAYS.	THE FOREST—PRODUCT OF WOOD.							PRODUCT OF ANIMALS.	
	Boards and scantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and pearl.	Pulp wood.	Pork and beef.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Twenty-third to close.....	3,713	160	.....	.....	50	.....	.....	.....	60
Total April.....	3,713	160	.....	.....	50	.....	.....	.....	60
First to seventh.....	5,004	7	.....	.....	302	.....	.....	.....	.....
Eighth to fourteenth.....	11,084	1	.....	.....	.....	.....	1,582	.....	.....
Fifteenth to twenty-second.....	18,126	.....	170	.....	1,786	234	2,549	.....	5
Twenty-third to close.....	25,341	2	500	203	2,344	.....	6,145	.....	.....
Total May.....	59,555	10	670	203	4,432	234	10,276	.....	5
First to seventh.....	15,267	9	360	195	2,680	.....	2,262	.....	.....
Eighth to fourteenth.....	18,250	14	.....	188	2,428	.....	2,484	.....	.....
Fifteenth to twenty-second.....	17,365	1	335	188	1,795	.....	5,256	.....	.....
Twenty-third to close.....	16,756	6	360	387	2,114	.....	9,807	.....	.....
Total June.....	67,638	30	1,055	958	9,017	.....	19,809	.....	.....

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	THE FOREST—PRODUCT OF WOOD.							PRODUCT OF ANIMALS.	
	Boards and scantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and pear.	Pulp wood.	Pork and beef.	Tons.
First to seventh.....	Tons. 12,628	Tons. 12	Tons. 283	Tons. 224	Tons. 1,000	Tons. 224	Tons. 3,987	Tons. ...	...
Eighth to fourteenth.....	15,945	18	.....	.....	1,436	.....	10,128	.....	.....
Fifteenth to twenty-second.....	19,007	8	300	195	2,439	.....	7,750	.....	.....
Twenty-third to close.....	15,637	5	4,000	.....	1,260	.....	5,901	.....	.....
Total July.....	63,217	43	4,583	419	6,135	224	27,766	.....	.....
First to seventh.....	14,204	10	.....	.....	1,932	.....	7,504	.....	1
Eighth to fourteenth.....	17,874	7	.....	195	1,134	.....	5,286	.....	.....
Fifteenth to twenty-second.....	13,011	6	5,706	210	1,310	.....	12,560	.....	.....
Twenty-third to close.....	18,433	45	140	.....	2,587	.....	7,479	.....	.....
Total August.....	63,522	68	5,846	405	6,963	.....	32,829	.....	1

First to seventh.....	17,683	41	.....	.....	694	.....	6,916	.....
Eighth to fourteenth.....	14,485	63	4,760	.....	1,336	.....	4,203	.....
Fifteenth to twenty-second.....	19,145	27	160	188	1,248	.....	7,802	.....
Twenty-third to close.....	23,024	8	260	.....	1,926	1	8,290	.....
Total September.....	74,337	139	5,180	188	5,204	1	27,211	.....
First to seventh.....	19,612	52	.....	.....	3,234	.....	3,268	.....
Eighth to fourteenth.....	16,908	32	1,200	.....	1,204	.....	6,642	.....
Fifteenth to twenty-second.....	22,548	35	1,644	.....	1,347	340	4,143	.....
Twenty-third to close.....	25,993	11	1,527	.....	2,304	.....	9,269	.....
Total October.....	85,061	130	4,371	.....	8,089	340	23,322	.....
First to seventh.....	22,655	29	1,260	.....	1,514	.....	2,301	.....
Eighth to fourteenth.....	16,318	7	260	.....	988	.....	1,274	.....
Fifteenth to twenty-second.....	26,325	103	240	11	2,452	.....	2,173	.....
Twenty-third to close.....	15,340	38	855	.....	2,147	.....	7,231	.....
Total November.....	80,638	177	2,615	11	7,101	.....	12,979	.....
Total for the year.....	497,681	757	24,320	2,184	46,991	799	154,252	6

## Annual account of property (in tons) shipped, etc.—(Continued).

DAYS.	PRODUCT OF ANIMALS.						AGRICULTURE—VEGETABLE FOOD.		
	Cheese.	Butter.	Lard, tallow and lard oil.	Wool.	Hides.	Flour.	Wheat.	Rye.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Twenty-third to close.....	.....	.....	.....	.....	.....	45	1,224	.....	
Total April.....	.....	.....	.....	.....	.....	45	1,224	.....	
First to seventh.....	.....	.....	.....	.....	.....	13	8,325	1,149	
Eighth to fourteenth.....	.....	.....	.....	.....	.....	621	9,999	248	
Fifteenth to twenty-second.....	.....	.....	24	.....	8	5	5,016	2,184	
Twenty-third to close.....	.....	.....	.....	.....	.....	13	12,116	702	
Total May.....	.....	.....	24	.....	8	652	35,456	4,283	
First to seventh.....	18	22	10	27	.....	8	7,584	1,448	
Eighth to fourteenth.....	.....	.....	29	.....	.....	28	6,393	306	
Fifteenth to twenty-second.....	1	.....	13	.....	.....	7	4,356	700	
Twenty-third to close.....	5	.....	.....	.....	.....	29	3,576	.....	
Total June.....	24	22	52	27	.....	72	21,909	2,454	



First to seventh.....	6	.....	155	.....	.....	18	1,320	714
Eighth to fourteenth.....	2	17	38	.....	.....	20	2,382	139
Fifteenth to twenty-second.....	5	.....	14	.....	.....	8	2,030	.....
Twenty-third to close.....	5	10	.....	.....	.....	22	1,656	.....
Total July.....	18	27	207	.....	.....	68	7,388	853
First to seventh.....	7	.....	53	.....	.....	1	720	.....
Eighth to fourteenth.....	4	.....	.....	.....	.....	9	1,695	.....
Fifteenth to twenty-second.....	5	.....	.....	.....	.....	4	240	.....
Twenty-third to close.....	.....	.....	.....	.....	.....	19	3,078	.....
Total August.....	16	.....	53	.....	.....	33	5,733	.....
First to seventh.....	3	.....	48	.....	15	24	1,173	.....
Eighth to fourteenth.....	1	.....	.....	.....	.....	22	4,164	465
Fifteenth to twenty-second.....	3	.....	18	.....	.....	27	5,095	.....
Twenty-third to close.....	1	.....	23	.....	.....	10	8,462	727
Total September.....	8	.....	89	.....	15	83	18,894	1,192
First to seventh.....	7	.....	16	.....	.....	1	7,422	974
Eighth to fourteenth.....	7	.....	.....	.....	.....	16	8,325	.....
Fifteenth to twenty-second.....	8	.....	.....	.....	.....	15	2,589	722
Twenty-third to close.....	1	.....	120	.....	.....	15	7,575	.....
Total October.....	23	.....	136	.....	.....	47	25,911	1,696

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	PRODUCT OF ANIMALS.						AGRICULTURE—VEGETABLE FOOD.	
	Cheese.	Butter.	Lard, tallow and lard oil.	Wool.	Hides.	Flour.	Wheat.	Rye.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
First to seventh.....	8	.....	.....	.....	.....	28	2,883	.....
Eighth to fourteenth.....	.....	.....	.....	.....	.....	13	1,089	.....
Fifteenth to twenty-second.....	2	.....	39	.....	.....	44	10,924	.....
Twenty-third to close.....	.....	.....	45	20	.....	86	6,891	.....
Total November.....	10	.....	84	20	.....	171	21,787	.....
Total for the year.....	99	49	645	47	23	1,171	138,302	10,478

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	AGRICULTURE—VEGETABLE FOOD.							
	Corn.	Corn meal.	Barley.	Barley malt.	Oats.	Bran and ship stuffs.	Peas and beans.	Apples.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Twenty-third to close.....	2,307	.....	953	.....	793	59	.....	.....
Total April.....	2,307	.....	953	.....	793	59	.....	.....
First to seventh.....	694	.....	480	.....	2,940	15	.....	.....
Eighth to fourteenth.....	1,013	.....	1,654	196	1,556	3	.....	.....
Fifteenth to twenty-second.....	944	.....	1,563	.....	426	62	.....	.....
Twenty-third to close.....	1,783	.....	3,431	2,499	407	114	.....	.....
Total May.....	4,434	.....	7,128	2,695	5,329	194	.....	.....
First to seventh.....	4,029	.....	271	.....	886	83	.....	.....
Eighth to fourteenth.....	4,416	6	472	197	847	46	.....	.....
Fifteenth to twenty-second.....	16,931	54	.....	204	2,721	11	.....	.....
Twenty-third to close.....	8,083	2	1,358	1,005	2,255	29	.....	.....
Total June.....	33,459	62	2,101	1,406	6,709	169	.....	.....

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	AGRICULTURE—VEGETABLE FOOD.							
	Corn.	Corn meal.	Barley.	Barley malt.	Oats.	Bran and ship stuffs.	Peas and beans.	Apples.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
First to seventh.....	4,931	.....	634	.....	3,185	10	.....	.....
Eighth to fourteenth.....	13,691	.....	239	368	190	153	.....	.....
Fifteenth to twenty-second.....	15,970	.....	.....	544	1,790	5	.....	.....
Twenty-third to close.....	10,366	.....	.....	758	1,418	290	.....	.....
Total July.....	44,958	.....	873	1,670	6,583	458	.....	.....
First to seventh.....	18,212	.....	.....	.....	323	113	5	.....
Eighth to fourteenth.....	11,621	8	.....	522	.....	150	.....	.....
Fifteenth to twenty-second.....	10,273	.....	.....	332	1,154	19	.....	.....
Twenty-third to close.....	9,558	.....	.....	250	1,625	55	.....	.....
Total August.....	45,664	8	.....	1,104	3,102	337	5	.....
First to seventh.....	2,176	.....	.....	340	1,131	31	.....	.....
Eighth to fourteenth.....	2,983	.....	468	361	390	82	.....	4
Fifteenth to twenty-second.....	1,262	.....	1,648	.....	221	66	.....	.....
Twenty-third to close.....	12,820	5	3,104	204	2,180	.....	.....	.....
Total September.....	19,241	5	5,220	905	3,922	179	.....	4

First to seventh.....	5,032	.....	2,589	.....	1,032	161	.....	9
Eighth to fourteenth.....	9,479	.....	1,440	.....	1,131	6	.....	39
Fifteenth to twenty-second.....	4,793	4	4,451	.....	230	80	.....	396
Twenty-third to close.....	5,009	.....	8,290	151	226	25	.....	964
Total October.....	24,313	4	16,770	151	2,619	272	.....	1,408
First to seventh.....	2,564	9	10,818	.....	2,123	110	.....	1,279
Eighth to fourteenth.....	3,439	.....	5,249	196	2,530	8	.....	1,116
Fifteenth to twenty-second.....	7,132	.....	7,835	355	2,677	91	.....	805
Twenty-third to close.....	1,502	.....	6,257	590	48	.....	.....	104
Total November.....	14,637	9	30,159	1,141	7,378	209	.....	3,304
Total for the year.....	189,013	88	63,204	9,072	36,435	1,877	5	4,716

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	AGRICULTURE—VEGETABLE FOOD.				ALL OTHER AGRICULTURAL PRODUCTS.								
	Potatoes.		Dried fruit.		Cotton.	Hemp.	Clover and grass seed.	Flax seed.	Hay.	Domestic spirits.			
	Tons.	361	Tons.	17							Tons.	.....	Tons.
Twenty-third to close.....		361		17									
Total April.....		361		17									
First to seventh.....				17									
Eighth to fourteenth.....				.....			238	85				557	.....
Fifteenth to twenty-second.....				8			17					211	.....
Twenty-third to close.....				50			.....	.....				578	28
							.....	.....				538	3
Total May.....				75			255	85				1,884	31
First to seventh.....		1		74			.....	.....				934	.....
Eighth to fourteenth.....		46		.....			156	81				750	.....
Fifteenth to twenty-second.....				17			.....	55				1,397	.....
Twenty-third to close.....				.....			.....	27				1,433	.....
Total June.....		47		91			156	163				4,514	.....

First to seventh.....	.....	.....	.....	.....	.....	.....	.....	633	.....	.....	7
Eighth to fourteenth.....	.....	.....	.....	.....	.....	.....	.....	877	.....	.....	.....
Fifteenth to twenty-second.....	.....	.....	.....	.....	.....	.....	111	1,852	.....	.....	.....
Twenty-third to close.....	.....	.....	.....	.....	.....	.....	.....	1,071	.....	.....	.....
Total July.....	.....	.....	.....	.....	.....	.....	111	4,433	.....	.....	7
First to seventh.....	21	.....	.....	.....	.....	.....	.....	1,103	.....	.....	4
Eighth to fourteenth.....	.....	.....	.....	.....	.....	.....	15	570	.....	.....	18
Fifteenth to twenty-second.....	.....	.....	.....	.....	.....	.....	.....	1,529	.....	.....	15
Twenty-third to close.....	13	.....	.....	.....	.....	.....	.....	1,667	.....	.....	.....
Total August.....	34	.....	.....	.....	.....	.....	15	4,869	.....	.....	37
First to seventh.....	.....	.....	.....	.....	.....	.....	.....	732	.....	.....	.....
Eighth to fourteenth.....	.....	.....	.....	.....	.....	.....	35	811	.....	.....	.....
Fifteenth to twenty-second.....	.....	.....	.....	.....	.....	.....	.....	698	.....	.....	8
Twenty-third to close.....	.....	.....	.....	.....	.....	.....	.....	1,247	.....	.....	.....
Total September.....	.....	.....	.....	.....	.....	.....	35	3,488	.....	.....	8
First to seventh.....	40	.....	.....	.....	.....	.....	.....	1,466	.....	.....	.....
Eighth to fourteenth.....	45	.....	.....	.....	.....	.....	.....	1,494	.....	.....	.....
Fifteenth to twenty-second.....	.....	.....	.....	.....	.....	.....	.....	1,272	.....	.....	33
Twenty-third to close.....	.....	.....	.....	.....	.....	.....	.....	2,604	.....	.....	.....
Total October.....	85	.....	.....	.....	.....	.....	.....	6,836	.....	.....	33

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	AGRICULTURE—VEGETABLE FOOD.		ALL OTHER AGRICULTURAL PRODUCTS.						
	Potatoes.	Dried fruit.	Cotton.	Hemp.	Clover and grass seed.	Flax seed.	Hay.	Domestic spirits.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
First to seventh.....	1,186	18	.....	.....	61	470	1,032	1	
Eighth to fourteenth.....	2,539	.....	.....	.....	.....	.....	719	18	
Fifteenth to twenty-second.....	10,315	.....	.....	.....	.....	2,125	1,224	.....	
Twenty-third to close.....	3,227	.....	.....	.....	.....	.....	3,268	.....	
Total November.....	17,267	18	.....	.....	61	2,595	6,243	19	
Total for the year.....	17,794	702	45	572	930	3,766	32,479	135	



*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	MANUFACTURES.						
	Oil meal and cake.	Furniture.	Pig iron.	Bloom and bar iron.	Castings and iron ware.	Domestic woolens.	Domestic salt.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Twenty-third to close.....	.....	.....	1,072	.....	157	.....	3,203
Total April.....	.....	.....	1,072	.....	157	.....	3,203
First to seventh.....	.....	20	2,293	.....	10	.....	3,738
Eighth to fourteenth.....	8	5	2,860	.....	382	.....	2,117
Fifteenth to twenty-second.....	239	5	1,394	.....	387	.....	1,214
Twenty-third to close.....	.....	.....	829	.....	.....	.....	7,014
Total May.....	247	30	7,376	.....	779	.....	14,083
First to seventh.....	471	.....	1,500	.....	.....	22	3,491
Eighth to fourteenth.....	480	5	1,533	.....	8	23	2,212
Fifteenth to twenty-second.....	236	.....	2,280	65	.....	.....	2,673
Twenty-third to close.....	712	.....	1,745	315	147	.....	1,522
Total June.....	1,899	5	7,058	380	155	45	9,898

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	MANUFACTURES.						
	Oil meal and cake.	Furniture.	Pig iron.	Bloom and bar iron.	Castings and ironware.	Domestic woolens.	Domestic salt.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
First to seventh.....	473	.....	1,092	.....	.....	.....	6,975
Eighth to fourteenth.....	481	10	425	.....	146	.....	1,455
Fifteenth to twenty-second.....	.....	.....	.....	297	7	.....	970
Twenty-third to close.....	.....	.....	549	.....	.....	.....	245
Total July.....	954	10	2,066	297	153	.....	9,645
First to seventh.....	.....	.....	370	.....	.....	.....	3,764
Eighth to fourteenth.....	.....	.....	1,573	160	.....	.....	2,054
Fifteenth to twenty-second.....	.....	.....	1,855	.....	.....	.....	3,904
Twenty-third to close.....	235	1	226	.....	.....	.....	2,990
Total August.....	235	1	4,024	160	.....	.....	12,712
First to seventh.....	250	.....	1,827	28	128	.....	2,217
Eighth to fourteenth.....	.....	.....	1,885	.....	30	.....	3,847
Fifteenth to twenty-second.....	248	.....	1,376	.....	1	.....	3,035
Twenty-third to close.....	242	.....	1,492	.....	32	.....	4,766
Total September.....	740	.....	6,580	28	191	.....	13,865

First to seventh.....	.....	2,749	51	63	.....	3,646
Eighth to fourteenth.....	246	1,882	.....	.....	.....	2,694
Fifteenth to twenty-second.....	250	1,026	43	.....	.....	2,140
Twenty-third to close.....	240	3,180	.....	.....	43	4,211
Total October .....	736	8,837	94	63	43	12,691
First to seventh.....	.....	2,424	.....	.....	.....	2,880
Eighth to fourteenth.....	.....	1,974	.....	.....	.....	1,087
Fifteenth to twenty-second.....	.....	4,238	.....	.....	.....	6,079
Twenty-third to close.....	.....	795	168	.....	.....	1,505
Total November .....	.....	9,431	168	.....	.....	11,551
Total for the year.....	4,811	46,444	1,127	1,498	88	87,648

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	MERCHANDISE.												
	MANU- FACTURES.	Sugar.		Molasses.		Coffee.		Nails, spikes and horseshoes.		Iron and steel.		Railroad iron.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Twenty-third to close.....	17	2,962	14	2	.....	.....	.....	.....	.....	.....	.....	.....	61
Total April.....	17	2,962	14	2	.....	.....	.....	.....	.....	.....	.....	.....	61
First to seventh.....	.....	4,016	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eighth to fourteenth.....	157	2,649	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fifteenth to twenty-second.....	.....	2,976	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Twenty-third to close.....	.....	7,603	2	19	.....	.....	.....	.....	.....	.....	.....	.....	336
Total May.....	157	17,234	35	20	.....	.....	.....	.....	.....	.....	.....	.....	336
First to seventh.....	.....	1,179	21	25	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eighth to fourteenth.....	.....	2,222	1	95	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fifteenth to twenty-second.....	312	4,497	.....	45	.....	.....	.....	.....	.....	.....	.....	.....	.....
Twenty-third to close.....	.....	2,794	.....	58	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total June.....	312	10,692	22	223	.....	.....	.....	.....	.....	.....	.....	.....	.....

First to seventh.....	.....	4,562	.....	.....	.....	.....	.....	.....	1	.....
Eighth to fourteenth.....	.....	1,573	.....	.....	.....	.....	.....	.....	.....	.....
Fifteenth to twenty-second.....	.....	1,741	.....	.....	.....	.....	.....	.....	.....	.....
Twenty-third to close.....	.....	1,476	.....	.....	.....	.....	.....	.....	120	.....
Total July.....	.....	9,352	.....	.....	.....	.....	.....	.....	121	.....
First to seventh.....	.....	2,616	27	.....	.....	.....	.....	.....	10	.....
Eighth to fourteenth.....	.....	3,346	.....	.....	.....	.....	.....	.....	.....	.....
Fifteenth to twenty-second.....	185	2,852	.....	.....	.....	.....	.....	.....	15	.....
Twenty-third to close.....	.....	4,214	45	.....	.....	.....	.....	.....	29	360
Total August.....	185	13,028	72	.....	.....	.....	.....	.....	54	360
First to seventh.....	159	2,085	.....	.....	2	.....	.....	.....	155	.....
Eighth to fourteenth.....	.....	2,301	.....	.....	15	.....	.....	.....	.....	.....
Fifteenth to twenty-second.....	.....	3,335	.....	.....	37	.....	.....	.....	.....	.....
Twenty-third to close.....	.....	495	8	.....	44	.....	.....	.....	119	.....
Total September.....	159	8,216	8	.....	98	.....	.....	.....	274	.....
First to seventh.....	.....	1,013	11	.....	.....	.....	.....	.....	.....	.....
Eighth to fourteenth.....	.....	181	28	.....	.....	.....	.....	.....	2	.....
Fifteenth to twenty-second.....	.....	3,428	.....	.....	.....	.....	.....	.....	688	67
Twenty-third to close.....	.....	3,229	.....	.....	15	.....	.....	.....	2	.....
Total October.....	.....	7,851	39	.....	15	.....	.....	.....	692	67



*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	MERCHANDISE.		OTHER ARTICLES.				MINERAL COAL.	
	Flint, enamel crockery and glassware.	All other merchandise.	Ice.	Stone, lime and clay.	Phosphate.	Anthracite.	Tons.	Tons.
	Tons.	Tons.						
Twenty-third to close.....	135	6,330	.....	8,887	123		11,526	
Total April.....	135	6,330	.....	8,887	123		11,526	
First to seventh.....	.....	4,225	100	8,619	874		7,273	
Eighth to fourteenth.....	50	5,182	100	12,337	282		30,859	
Fifteenth to twenty-second.....	150	4,746	395	13,983	769		21,543	
Twenty-third to close.....	.....	6,170	11,555	27,051	236		39,137	
Total May.....	200	20,323	12,150	61,990	2,161		98,812	
First to seventh.....	.....	4,910	5,570	11,257	.....		22,575	
Eighth to fourteenth.....	30	6,229	7,240	15,579	1,707		17,116	
Fifteenth to twenty-second.....	.....	5,307	7,202	20,394	571		24,887	
Twenty-third to close.....	.....	5,903	2,508	22,006	1,202		45,997	
Total June.....	30	22,349	45,093	69,236	3,480		110,575	

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	MERCHANDISE.		OTHER ARTICLES.			
	Flint, enamel crockery and glassware.	All other merchandise.	Ice.	Stone, lime and clay.	Phosphate.	MINERAL COAL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Anthracite. Tons.
First to seventh.....	.....	6,949	8,642	15,592	946	29,300
Eighth to fourteenth.....	.....	8,096	7,360	15,642	1,002	25,393
Fifteenth to twenty-second.....	.....	4,288	5,234	18,976	2,254	15,113
Twenty-third to close.....	.....	7,761	16,766	24,772	780	37,382
Total July.....	.....	27,094	38,002	74,982	4,982	107,188
First to seventh.....	.....	5,797	10,538	20,733	664	24,032
Eighth to fourteenth.....	73	4,074	7,953	11,870	100	15,403
Fifteenth to twenty-second.....	.....	5,480	7,449	16,376	615	14,152
Twenty-third to close.....	60	6,842	8,000	23,869	.....	36,487
Total August.....	133	22,193	33,940	72,848	1,379	90,074



First to seventh.....	.....	5,064	8,222	14,273	.....	10,531
Eighth to fourteenth.....	.....	5,382	6,219	10,610	1,131	10,672
Fifteenth to twenty-second.....	.....	6,153	49,388	9,892	564	20,311
Twenty-third to close.....	.....	6,686	8,779	15,108	1,602	11,635
Total September.....	.....	23,285	72,608	49,883	3,297	53,149
First to seventh.....	.....	6,214	8,624	18,625	1,866	10,698
Eighth to fourteenth.....	.....	6,661	3,658	16,140	2,791	1,286
Fifteenth to twenty-second.....	.....	8,554	5,285	17,771,	5,059	1,730
Twenty-third to close.....	.....	7,550	8,250	22,747	2,145	12,378
Total October.....	.....	28,979	25,817	75,283	11,861	26,092
First to seventh.....	40	6,271	4,643	16,941	1,335	3,692
Eighth to fourteenth.....	.....	4,543	2,005	8,481	.....	11,016
Fifteenth to twenty-second.....	1	3,641	3,250	12,521	1,408	16,455
Twenty-third to close.....	.....	3,905	2,102	26,562	179	60,511
Total November.....	41	18,360	12,000	64,505	2,922	91,674
Total for the year.....	539	168,913	239,610	477,614	30,205	589,090

*Annual account of property (in tons) shipped, etc.—(Continued).*

DAYS.	OTHER ARTICLES.					Total tons.	Miles boats cleared.
	MINERAL COAL.		Iron ore.	Petroleum.	Sundries.		
	Bituminous.						
	Tons.	Tons.	Tons.	Tons.	Tons.		
Twenty-third to close.....	6,853	3,604	5		2,641	57,598	70,042
Total April.....	6,853	3,604	5		2,641	57,598	70,042
First to seventh.....	3,824	3,210	.....		2,297	60,053	71,897
Eighth to fourteenth.....	7,478	2,089	200		757	96,261	81,800
Fifteenth to twenty-second.....	7,458	4,603	.....		1,874	95,502	77,633
Twenty-third to close.....	6,695	7,353	.....		1,364	171,769	112,994
Total May.....	25,455	17,255	200		6,292	423,585	344,324
First to seventh.....	3,323	7,757	137		960	99,523	74,649
Eighth to fourteenth.....	4,704	2,243	23		879	99,800	84,977
Fifteenth to twenty-second.....	5,401	4,829	.....		1,833	131,988	116,198
Twenty-third to close.....	3,794	1,023	9		1,309	160,939	91,613
Total June.....	17,222	15,852	169		4,981	492,250	367,438

First to seventh.....	5,155	4,654	.....	842	115,147	87,342
Eighth to fourteenth.....	6,839	3,013	199	1,055	118,467	86,793
Fifteenth to twenty-second.....	5,523	3,237	.....	2,357	112,133	98,612
Twenty-third to close.....	6,490	2,649	.....	1,308	142,803	88,833
Total July.....	24,007	13,553	199	5,562	488,550	361,580
First to seventh.....	5,857	4,040	9	2,528	125,262	96,629
Eighth to fourteenth.....	3,973	2,830	184	1,897	90,598	79,962
Fifteenth to twenty-second.....	6,470	2,929	.....	2,542	111,316	87,997
Twenty-third to close.....	8,714	6,059	57	1,872	145,116	103,169
Total August.....	25,014	15,858	250	8,839	472,292	367,757
First to seventh.....	5,555	3,853	.....	1,285	86,641	66,264
Eighth to fourteenth.....	7,578	7,283	174	1,940	93,985	78,928
Fifteenth to twenty-second.....	7,642	3,105	1	1,387	144,091	67,234
Twenty-third to close.....	11,622	4,066	.....	1,947	131,661	103,058
Total September.....	32,397	18,307	175	6,559	456,378	315,484
First to seventh.....	13,002	2,083	9	1,686	115,546	89,224
Eighth to fourteenth.....	12,228	3,209	.....	2,298	101,407	88,184
Fifteenth to twenty-second.....	14,137	2,994	.....	3,441	111,481	102,215
Twenty-third to close.....	16,077	2,968	204	2,116	149,439	113,342
Total October.....	55,444	11,254	213	9,541	477,873	392,965

*Annual account of property (in tons) shipped etc.—(Concluded).*

DAYS.	OTHER ARTICLES.					Total tons.	Miles boats cleared.
	MINERAL COAL.		Iron ore.	Petroleum.	Sundries.		
	Bituminous.						
	Tons.	Tons.	Tons.	Tons.	Tons.		
First to seventh.....	9,498	1,876	18		2,176	106,001	96,512
Eighth to fourteenth.....	4,791	1,215	.....		676	72,556	62,993
Fifteenth to twenty-second.....	9,426	2,662	11		2,474	138,206	119,037
Twenty-third to close.....	9,990	2,078	61		3,047	160,652	55,142
Total November.....	33,705	7,831	90		8,373	477,415	333,684
Total for the year.....	220,097	103,514	1,301		52,788	3,345,941	2,553,274

ANNUAL STATEMENT showing the total quantity (in tons of 2,000 pounds) of way freight going east during the season of 1900.

OFFICES.	THE FOREST—PRODUCT OF WOOD.						
	Boards and scantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and peat.	Pulp wood.
Albany .....	.....	.....	.....	.....	.....	.....	.....
West Troy.....	485	.....	.....	.....	2,265	.....	.....
Rome .....	2,039	.....	230	.....	1,565	.....	60
Syracuse .....	2,723	48	.....	.....	3,133	1	.....
Rochester .....	.....	.....	.....	.....	504	.....	.....
Tonawanda .....	27,014	.....	1,540	424	.....	.....	.....
Buffalo .....	12,070	.....	12,300	1,747	.....	.....	.....
Waterford .....	59,697	.....	4,881	.....	10,497	.....	353
Whitehall .....	990	9	133	.....	700	.....	145,592
Oswego .....	5,415	393	174	.....	1,142	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	7,410	.....	240	.....	4,844	.....	.....
Total .....	117,843	450	19,498	2,171	24,650	1	146,005

*Way freight (in tons) going east, etc.—(Continued).*

OFFICES.	AGRICULTURE—PRODUCT OF ANIMALS.					AGRICULTURE—VEGE- TABLE FOOD.	
	Pork and beef.	Cheese.	Butter.	Lard, tallow and lard oil.	Hides.	Flour.	Wheat.
Albany .....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	.....	.....	.....	.....	.....	.....
Rome .....	.....	.....	.....	2	1	.....	2,578
Syracuse .....	5	53	10	.....	.....	257	561
Rochester .....	.....	.....	.....	.....	.....	.....	2,767
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....	56,358
Waterford .....	.....	.....	.....	.....	.....	46	3
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	15	.....	.....	.....	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....
Beonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	5	68	10	2	1	303	62,267

*Way freight (in tons) going east, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Corn.	Corn meal.	Barley.	Barley malt.	Oats.	Bran and ship stuff.	Apples.
Albany .....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	.....	.....	.....	.....	.....	.....
Rome .....	17	.....	8	.....	.....	8	.....
Syracuse .....	276	84	.....	409	428	1,422	419
Rochester .....	.....	.....	240	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	8,909	.....	37,177	3,172	3,534	.....	.....
Waterford .....	.....	.....	.....	.....	.....	.....	75
Whitehall .....	.....	.....	.....	.....	15	.....	.....
Oswego .....	1,400	.....	.....	.....	.....	.....	18
Geneva .....	.....	.....	2,646	741	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	10,602	84	40,071	4,322	3,977	1,430	512

*Way freight (in tons) going east, etc.—(Continued).*

OFFICES.	AGRICULTURE - VEGETABLE FOOD.		ALL OTHER AGRICULTURAL PRODUCTS.	MANUFACTURES.				
	Potatoes.	Dried fruit.		Hay.	Domestic spirits.	Furniture.	Pig iron.	Castings and iron ware.
Albany .....	.....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	.....	5,009	.....	.....	.....	.....	.....
Rome .....	50	.....	.....	.....	.....	.....	34	.....
Syracuse .....	5,900	31	25	.....	5	59	62	48,839
Rochester .....	210	.....	97	.....	.....	.....	.....	25,161
Tonawanda .....	.....	.....	.....	.....	.....	6,078	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	5,589	.....	.....
Waterford .....	6,017	.....	327	.....	.....	.....	.....	.....
Whitehall .....	.....	.....	75	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	16	20	.....	2	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....	11,995
Boonville .....	99	.....	.....	.....	.....	.....	.....	.....
Total .....	12,276	31	5,533	16	25	11,726	98	85,995



*Way freight (in tons) going east, etc.—(Continued).*

OFFICES.	MERCHANDISE.					OTHER ARTICLES.	
	Sugar.	Molasses.	Iron and steel.	Flint, enamel crockery and glassware.	All other merchandise.	Ice.	Stone, lime and clay.
Albany .....	.....	.....	.....	.....	.....	11,263	.....
West Troy.....	.....	.....	.....	.....	1,137	140,019	19,538
Rome .....	.....	.....	.....	.....	5,797	.....	9,006
Syracuse .....	435	83	308	90	5,583	13,315	25,713
Rochester .....	.....	.....	.....	.....	10,844	.....	36,213
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	120	.....	11,982	.....	1,532
Waterford .....	.....	.....	.....	.....	10,307	66,020	23,487
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	.....	9	.....	1,131	.....	213
Geneva .....	.....	.....	.....	.....	3,798	.....	.....
Boonville .....	.....	.....	.....	.....	9	.....	16,370
Total .....	435	83	437	90	50,588	230,617	132,072

*Way freight (in tons) going east, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.						Total tons.
	Rock and super-phosphate.	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	.....	.....	.....	.....	.....	.....	11,263
West Troy .....	.....	12,162	1,923	.....	.....	717	183,255
Rome .....	.....	18,621	252	3	.....	3	40,274
Syracuse .....	267	61,157	1,140	249	.....	2,455	175,545
Rochester .....	.....	23,092	69,299	.....	.....	1,025	169,452
Tonawanda .....	.....	.....	.....	.....	.....	.....	35,056
Buffalo .....	.....	.....	.....	.....	.....	12	154,502
Waterford .....	.....	.....	.....	.....	168	4	181,882
Whitehall .....	.....	.....	.....	.....	.....	291	147,805
Oswego .....	.....	75	.....	.....	.....	313	10,336
Geneva .....	.....	27,747	63,743	.....	.....	110	110,780
Boonville .....	.....	.....	.....	.....	.....	3	28,975
Total .....	267	142,854	136,357	252	168	4,933	1,249,125

ANNUAL STATEMENT showing the total quantity (in tons of 2,000 pounds) of way freight going west during the season of 1900.

OFFICES.	THE FOREST—PRODUCT OF WOOD.							AGRICULTURE—PRODUCT OF ANIMALS.
	Beards and scantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and pearl.	Pulp wood.	
Albany .....	2,388	94	207	.....	.....	.....	.....	.....
West Troy .....	5,072	6	.....	11	2,226	.....	4,231	.....
Rome .....	70	.....	20	2	818	10	.....	1
Syracuse .....	2,108	3	.....	.....	3,259	.....	.....	.....
Rochester .....	4	.....	.....	.....	1,330	.....	.....	.....
Tonawanda .....	923	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	1,013	.....	3,215	.....	.....	.....	1,600	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	.....	.....	.....	.....	.....
Geneva .....	50	.....	.....	.....	.....	.....	.....	.....
Boonville .....	434	.....	.....	.....	10,920	.....	.....	.....
Total .....	12,062	103	3,442	13	18,553	10	5,831	1

*Way freight (in tons) going west, etc.—(Continued).*

OFFICES.	AGRICULTURE—PRODUCT OF ANIMALS.					AGRICULTURE—VEGETABLE FOOD.		
	Cheese.	Butter.	Lard, tallow and lard oil.	Wool.	Hides.	Flour.	Wheat.	Corn.
Albany .....	.....	.....	.....	.....	.....	.....	.....	.....
West Troy.....	.....	.....	240	20	7	18	.....	263
Rome .....	4	.....	.....	.....	.....	15	.....	1,809
Syracuse .....	27	39	.....	27	.....	1	1,915	.....
Rochester .....	.....	.....	.....	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	310	224
Buffalo .....	.....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	.....	.....	.....	.....	.....	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	.....	.....	214	.....	4
Geneva .....	.....	.....	.....	.....	.....	.....	.....	24
Boonville .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	31	39	240	47	7	248	2,225	2,324

*Way freight (in tons) going west, etc.—(Continued)*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Corn meal.	Barley.	Barley malt.	Oats.	Bram and ship stuffs.	Peas and beans.	Apples.
Albany .....	.....	.....	.....	352	19	.....	.....
West Troy .....	.....	.....	.....	198	50	4	.....
Rome .....	2	.....	.....	1,662	185	1	64
Syracuse .....	.....	53	.....	213	.....	.....	.....
Rochester .....	.....	.....	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	3,702
Buffalo .....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	2,400	.....	.....	.....	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	2	.....	.....	3	183	.....	.....
Geneva .....	.....	1,985	3,444	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	10	.....	7
Total .....	4	4,438	3,444	2,428	447	5	3,773

*Way freight (in tons) going west, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.		ALL OTHER AGRICULTURAL PRODUCTS.		MANUFACTURES.		
	Potatoes.	Dried fruit.	Hemp.	Hay.	Domestic spirits.	Furniture.	Pig iron.
Albany .....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	88	1	1	.....	.....	2,304
Rome .....	90	.....	1	.....	3	.....	.....
Syracuse .....	148	61	.....	720	.....	16	3
Rochester .....	.....	.....	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	75	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	.....	.....	.....	.....	.....	213
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	.....	10	5	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	51	.....	.....	.....	.....	.....	.....
Total .....	289	149	2	796	13	21	2,520

*Way freight (in tons) going west, etc.—(Continued).*

OFFICES.	MANUFACTURES.				MERCHANDISE.		
	Bloom and bar iron.	Castings and iron ware.	Domestic woolens.	Domestic salt.	Sugar.	Molasses.	Coffee.
Albany .....	315	107	.....	336	524	.....	.....
West Troy .....	491	136	.....	3	6,513	78	81
Rome .....	.....	.....	2	3	2	2	2
Syracuse .....	.....	31	.....	620	10	.....	.....
Rochester .....	.....	163	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	.....	.....	.....	.....	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	.....	.....	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	806	437	2	962	7,049	80	83

*Way freight (in tons) going west, etc.—(Continued).*

OFFICES.	MERCHANDISE.					OTHER ARTICLES.	
	Nails, spikes and horseshoes.	Iron and steel.	Railroad iron.	Flint, enamel crockery and glassware.	All other merchandise.	Ice.	Stone, lime and clay.
Albany .....	.....	.....	.....	.....	1,082	.....	8,610
West Troy.....	.....	146	492	.....	10,750	.....	68,638
Rome .....	75	.....	.....	1	5,785	7,965	.....
Syracuse .....	.....	28	5	150	18,036	7,140	27,434
Rochester .....	.....	.....	.....	.....	17,732	.....	9,056
Tonawanda .....	.....	.....	.....	.....	1,782	.....	106,200
Buffalo .....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	.....	.....	.....	5,966	.....	4,064
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	.....	2	.....	4,566
Geneva .....	.....	.....	.....	.....	190	1,853	.....
Boonville .....	.....	.....	.....	.....	.....	.....	7,840
Total .....	75	174	497	151	61,325	16,958	236,408



*Way freight (in tons) going west, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.						Total tons.
	Rock and super- phosphate.	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	392	21,518	6,030	.....	.....	376	42,350
West Troy .....	11,315	65,256	14,011	35	2,595	8,673	203,953
Rome .....	.....	12,708	13	.....	.....	151	31,466
Syracuse .....	5	111,127	2,438	1	.....	1,623	177,241
Rochester .....	.....	14,998	.....	.....	.....	50	43,333
Tonawanda .....	.....	.....	.....	.....	.....	.....	113,216
Buffalo .....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	55,523	8,588	.....	.....	.....	82,582
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	.....	.....	8	4,997
Geneva .....	.....	6,484	865	.....	.....	140	15,035
Boonville .....	.....	.....	.....	.....	.....	.....	19,262
<b>Total .....</b>	<b>11,712</b>	<b>287,614</b>	<b>31,945</b>	<b>36</b>	<b>2,595</b>	<b>11,021</b>	<b>733,435</b>

**ANNUAL STATEMENT showing the total quantity (in tons of 2,000 pounds) of way freight going east and west during the season of 1900.**

OFFICES.	THE FOREST—PRODUCT OF WOOD.						AGRICULTURE—PRODUCT OF ANIMALS.	
	Boards and scantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and pearl.	Pulp wood.	Pork and beef.
Albany .....	2,388	94	207	.....	.....	.....	.....	.....
West Troy .....	5,557	6	.....	11	4,491	.....	4,231	.....
Rome .....	2,109	.....	250	2	2,383	10	60	1
Syracuse .....	4,831	51	.....	6,392	.....	1	.....	5
Rochester .....	4	.....	.....	.....	1,834	.....	.....	.....
Tonawanda .....	27,937	.....	1,540	424	.....	.....	.....	.....
Buffalo .....	12,070	.....	12,300	1,747	.....	.....	.....	.....
Waterford .....	60,710	.....	8,096	.....	10,497	.....	1,953	.....
Whitehall .....	990	9	133	.....	700	.....	145,592	.....
Oswego .....	5,415	393	174	.....	1,142	.....	.....	.....
Geneva .....	50	.....	.....	.....	.....	.....	.....	.....
Boonville .....	7,844	.....	240	.....	15,764	.....	.....	.....
<b>Total .....</b>	<b>129,905</b>	<b>553</b>	<b>22,940</b>	<b>8,576</b>	<b>36,811</b>	<b>11</b>	<b>151,836</b>	<b>6</b>

*Way freight (in tons) going east and west, etc.—(Continued).*

OFFICES.	AGRICULTURE—PRODUCT OF ANIMALS.					AGRICULTURE—VEGETABLE FOOD.		
	Cheese.	Butter.	Lard, tallow and lard oil.	Wool.	Hides.	Flour.	Wheat.	Corn.
Albany .....	.....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	.....	240	20	7	18	.....	263
Rome .....	4	.....	2	.....	1	15	2,578	1,826
Syracuse .....	80	49	.....	27	.....	258	2,476	276
Rochester .....	.....	.....	.....	.....	.....	.....	2,767	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	310	224
Buffalo .....	.....	.....	.....	.....	.....	.....	56,358	8,909
Waterford .....	.....	.....	.....	.....	.....	46	3	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	15	.....	.....	.....	.....	214	.....	1,404
Geneva .....	.....	.....	.....	.....	.....	.....	.....	24
Boonville .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	99	49	242	47	8	551	64,492	12,926

*Way freight (in tons) going east and west, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Corn meal.	Barley.	Barley malt.	Oats.	Bran and ship stuffs.	Pean and beans.	Apples.
Albany .....	.....	.....	.....	352	19	.....	.....
West Troy .....	.....	.....	.....	198	50	4	.....
Rome .....	2	8	.....	1,662	193	1	64
Syracuse .....	84	53	409	641	1,422	.....	419
Rochester .....	.....	240	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	3,702
Buffalo .....	.....	37,177	3,172	3,534	.....	.....	.....
Waterford .....	.....	2,400	.....	.....	.....	.....	75
Whitehall .....	.....	.....	.....	15	.....	.....	.....
Oswego .....	2	.....	.....	3	183	.....	18
Geneva .....	.....	4,631	4,185	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	10	.....	7
Total .....	88	44,509	7,766	6,405	1,877	5	4,285

*Way freight (in tons) going east and west, etc.—(Continued).*

OFFICES	AGRICULTURE—VEGETABLE FOOD.		ALL OTHER AGRICULTURAL PRODUCTS.			MANUFACTURES.			
	Potatoes.	Dried fruits.	Hemp.	Hay.	Domestic spirits.	Furniture.	Pig iron.		
Albany .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	88	1	5,010	.....	.....	.....	2,304	.....
Rome .....	140	.....	1	.....	3	.....	.....	.....	.....
Syracuse .....	6,048	92	.....	745	.....	21	.....	62	.....
Rochester .....	210	.....	.....	97	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	75	.....	.....	.....	6,078	.....
Buffalo .....	.....	.....	.....	.....	.....	.....	.....	5,589	.....
Waterford .....	6,017	.....	.....	327	.....	.....	.....	213	.....
Whitehall .....	.....	.....	.....	75	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	26	.....	25	.....	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bouville .....	150	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	12,565	180	2	6,355	3	46	.....	14,246	.....

*Way freight (in tons) going east and west, etc.—(Continued).*

OFFICES.	MANUFACTURES.				MERCHANDISE.		
	Bloom and bar iron.	Castings and iron ware.	Domestic. woollens.	Domestic salt.	Sugar.	Molasses.	Coffee.
Albany .....	315	107	.....	336	524	.....	.....
West Troy.....	491	136	.....	3	6,513	78	81
Rome .....	.....	34	2	3	2	2	2
Syracuse .....	.....	93	.....	49,459	445	83	.....
Rochester .....	.....	.....	.....	25,161	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	.....	.....	.....	.....	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	2	.....	.....	.....	.....	.....
Geneva .....	.....	.....	.....	11,995	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	806	372	2	86,957	7,484	163	83

*Way freight (in tons) going east and west, etc.—(Continued).*

OFFICES.	MERCHANDISE.					OTHER ARTICLES.	
	Nails, spikes and horseshoes.	Iron and steel.	Railroad iron.	Flint, enamel, crockery and glassware.	All other merchandise.	Ice.	Stone, lime and clay.
Albany .....	.....	.....	.....	.....	1,082	11,263	8,610
West Troy.....	.....	146	492	.....	11,887	140,019	88,176
Rome .....	75	.....	.....	1	11,582	.....	16,971
Syracuse .....	.....	336	5	240	23,619	20,455	53,147
Rochester .....	.....	.....	.....	163	28,576	.....	45,269
Tonawanda .....	.....	.....	.....	.....	1,782	.....	106,200
Buffalo .....	.....	120	.....	.....	11,982	.....	1,532
Waterford .....	.....	.....	.....	.....	16,273	66,020	27,551
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	9	.....	.....	1,133	.....	4,779
Geneva .....	.....	.....	.....	.....	3,988	1,853	.....
Boonville .....	.....	.....	.....	.....	9	.....	24,210
Total .....	75	611	497	404	111,913	239,610	376,445

## Way freight (in tons) going east and west, etc.—(Concluded).

OFFICES.	OTHER ARTICLES.						Total tons.
	Rock and super phosphate.	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	392	21,518	6,030	.....	.....	376	53,613
West Troy .....	11,315	77,418	15,934	35	2,595	9,390	387,208
Rome .....	.....	31,329	265	3	.....	154	71,740
Syracuse .....	272	172,284	3,578	250	.....	4,078	352,786
Rochester .....	.....	38,090	69,299	.....	.....	1,075	212,785
Tonawanda .....	.....	.....	.....	.....	.....	.....	148,272
Buffalo .....	.....	.....	.....	.....	.....	12	154,502
Waterford .....	.....	55,523	8,588	.....	168	4	264,464
Whitehall .....	.....	.....	.....	.....	.....	291	147,805
Oswego .....	.....	75	.....	.....	.....	321	15,333
Geneva .....	.....	34,231	64,608	.....	.....	250	125,815
Boonville .....	.....	.....	.....	.....	.....	3	48,237
Total .....	11,979	430,468	168,302	288	2,763	15,954	1,982,560



**ANNUAL STATEMENT showing the total quantity (in tons of 2,000 pounds) of through freight going east during  
the season of 1900.**

OFFICES.	THE FOREST—PRODUCT OF WOOD.					AGRICULTURE—VEGETABLE FOOD.			
	Boards and scantling.	Shingles.	Timber.	Wood.	Pulp wood.	Flour.	Wheat.	Rye.	
Tonawanda .....	229,021	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	15,980	.....	.....	.....	.....	620	73,325	10,478	
Whitehall .....	91,883	32	.....	3,788	2,383	.....	.....	.....	
Oswego .....	11,427	172	.....	.....	.....	.....	485	.....	
Boonville .....	13,817	.....	1,380	.....	.....	.....	.....	.....	
<b>Total .....</b>	<b>362,128</b>	<b>204</b>	<b>1,380</b>	<b>3,788</b>	<b>2,383</b>	<b>620</b>	<b>73,810</b>	<b>10,478</b>	

*Through freight (in tons) going east, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						ALL OTHER AGRICULTURAL PRODUCTS.	
	Corn.	Barley.	Barley malt.	Oats.	Apples.	Potatoes.	Flaxseed.	Hay.
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	176,087	16,295	1,109	30,030	.....	.....	3,766	.....
Whitehall .....	.....	.....	.....	.....	431	3,818	.....	26,150
Oswego .....	.....	2,400	197	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	1,411	.....	.....
Total .....	176,087	18,695	1,306	30,030	431	5,229	3,766	26,150

*Through freight (in tons) going east, etc.—(Continued).*

OFFICES.	MANUFACTURES.			MERCHANDISE.			
	Oil meal and cake.	Pig iron.	Castings and ironware.	Molasses.	Iron and steel.	Railroad iron.	All other merchan- dise.
Tonawanda .....	.....	11,317	.....	.....	.....	.....	.....
Buffalo .....	4,811	19,707	.....	.....	299	.....	451
Whitehall .....	.....	168	147	1	33	336	25
Oswego .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....
<b>Total .....</b>	<b>4,811</b>	<b>31,192</b>	<b>147</b>	<b>1</b>	<b>332</b>	<b>336</b>	<b>476</b>

*Through freight (in tons) going east, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.						Total tons.
	Stone, lime and clay.	Rock and super-phosphate.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Tonawanda .....	.....	.....	.....	.....	.....	.....	240,338
Buffalo .....	1,451	175	224	917	.....	183	355,908
Whitehall .....	2,551	.....	.....	.....	95,004	3,052	229,802
Oswego .....	.....	.....	.....	.....	.....	448	15,129
Boonville .....	.....	.....	.....	.....	.....	.....	16,608
Total .....	4,002	175	224	917	95,004	3,683	857,785

ANNUAL STATEMENT showing the total quantity (in tons of 2,000 pounds) of through freight going west during  
the season of 1900.

OFFICES.	THE FOREST—PRODUCT OF WOOD.			PRODUCT OF ANIMALS.		AGRICULTURE—VEGETABLE FOOD.	ALL OTHER AGRICULTURAL PRODUCTS.	
	Boards and scantling.	Ashes, pot and pearl.	Pulp wood.	Lard, tallow and lard oil.	Hides.		Cotton.	Hemp.
Albany .....	831	.....	.....	.....	.....	.....	.....	.....
West Troy .....	3,262	789	33	403	15	522	45	570
Waterford .....	1,555	.....	.....	.....	.....	.....	.....	.....
Total .....	5,648	788	33	403	15	522	45	570

*Through freight (in tons) going west, etc.—(Continued).*

OFFICES.	MANUFACTURES.							
	ALL OTHER AGRICULTURAL PRODUCTS.							
	Clover and grass seed.	Domestic spirits.	Pig iron.	Bloom and bar iron.	Castings and ironware.	Domestic woollens.	Domestic salt.	Foreign salt.
Albany .....	.....	.....	.....	.....	85	.....	.....	.....
West Troy .....	930	106	155	321	146	86	691	359
Waterford .....	.....	.....	851	.....	748	.....	.....	628
Total .....	930	106	1,006	321	979	86	691	987

*Through freight (in tons) going west, etc.—(Continued).*

OFFICES.	MERCHANDISE.						OTHER ARTICLES
	Sugar.	Molasses.	Coffee.	Iron and steel.	Flint, enamel, crockery and glassware.	All other merchandise.	
Albany .....	748	.....	.....	.....	.....	3,783	4,218
West Troy.....	67,743	62	301	682	135	44,738	76,425
Waterford .....	899	.....	.....	967	.....	8,003	16,524
Total .....	69,390	62	301	1,649	135	56,524	97,167

*Through freight (in tons) going west, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.						Total tons.
	Rock and super-phosphate.	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	100	2,082	816	.....	.....	474	13,137
West Troy .....	17,951	27,376	8,773	96	2,336	32,677	287,727
Waterford .....	.....	129,164	41,982	.....	3,411	.....	204,732
Total .....	18,051	158,622	51,571	96	5,747	33,151	505,596



**ANNUAL STATEMENT, showing the total quantity (in tons of 2000 pounds) of through freight going east and west during the season of 1900.**

OFFICES.	THE FOREST—PRODUCT OF WOOD.					AGRICULTURE—PRODUCT OF ANIMALS.	
	Boards and scantling.	Shingles.	Timber.	Wood.	Ashes, pot and peat.	Pulp wood.	Hides.
						Lard, tallow and lard oil.	
Albany .....	831	.....	.....	.....	.....	.....	.....
West Troy .....	3,262	.....	.....	.....	788	33	15
Tonawanda .....	229,021	.....	.....	.....	.....	.....	.....
Buffalo .....	15,980	.....	.....	.....	.....	.....	.....
Waterford .....	1,555	.....	.....	.....	.....	.....	.....
Whitehall .....	91,883	32	.....	3,788	.....	2,383	.....
Oswego .....	11,427	172	.....	.....	.....	.....	.....
Boonville .....	13,817	.....	1,380	.....	.....	.....	.....
Total .....	367,776	204	1,380	3,788	788	2,416	15

*Through freight (in tons) going east and west, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.							
	Flour.	Wheat.	Rye.	Corn.	Barley.	Bale malt.	Oats.	Apples.
Albany .....	.....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	.....	.....	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	620	73,325	10,478	176,087	16,295	1,109	30,030	.....
Waterford .....	.....	.....	.....	.....	.....	.....	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....	431
Oswego .....	.....	485	.....	.....	2,400	197	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	620	73,810	10,478	176,087	18,695	1,306	30,030	431

*Through freight (in tons) going east and west, etc.—(Continued).*

OFFICES.	AGRICULTURE — VEGETABLE FOOD.		ALL OTHER AGRICULTURAL PRODUCTS.				MANU- FACTURES.
	Potatoes.	Dried fruit.	Cotton.	Hemp.	Clover and grass seed.	Flax seed.	
Albany .....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	522	45	570	930	.....	106
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	3,766	.....
Waterford .....	.....	.....	.....	.....	.....	.....	.....
Whitehall .....	3,818	.....	.....	.....	.....	26,150	.....
Oswego .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	1,411	.....	.....	.....	.....	.....	.....
Total .....	5,229	522	45	570	930	3,766	106

*Through freight (in tons) going east and west, etc.—(Continued).*

OFFICES.	MANUFACTURES.							MERCHAN- DISE.	
	Oil meal and cake.	Pig iron.	Bloom and bar iron.	Castings and iron ware.	Domestic woolens.	Domestic salt.	Foreign salt.	Sugar.	
Albany .....	.....	.....	.....	85	.....	.....	.....	748	
West Troy .....	.....	155	321	146	86	691	359	67,743	
Tonawanda .....	.....	11,317	.....	.....	.....	.....	.....	.....	
Buffalo .....	4,811	19,707	.....	.....	.....	.....	.....	.....	
Waterford .....	.....	851	.....	748	.....	.....	628	899	
Whitehall .....	.....	168	.....	147	.....	.....	.....	.....	
Oswego .....	.....	.....	.....	.....	.....	.....	.....	.....	
Boonville .....	.....	.....	.....	.....	.....	.....	.....	.....	
Total .....	4,811	32,198	321	1,126	86	691	987	69,390	

*Through freight (in tons) going east and west, etc.—(Continued).*

OFFICES.	MERCHANDISE.					All other merchandise.	OTHER ARTICLES.
	Molasses.	Coffee.	Iron and steel.	Railroad iron.	Flint, enamel, crockery and glassware.		
Albany .....	.....	.....	.....	.....	.....	3,783	4,218
West Troy .....	62	301	682	.....	135	44,738	76,425
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	299	.....	.....	451	1,451
Waterford .....	.....	.....	967	.....	.....	8,003	16,524
Whitehall .....	1	.....	33	336	.....	25	2,551
Oswego .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	63	301	1,981	336	135	57,000	101,169

*Through freight (in tons) going east and west, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.						Total tons.
	Rock and super-phosphate.	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	100	2,082	816	.....	.....	474	13,137
West Troy .....	17,951	27,376	8,773	96	2,336	32,677	237,727
Tonawanda .....	.....	.....	.....	.....	.....	.....	240,338
Buffalo .....	175	.....	224	917	183	.....	355,908
Waterford .....	.....	129,164	41,982	.....	3,411	.....	204,732
Whitehall .....	.....	.....	.....	.....	95,004	3,052	229,802
Oswego .....	.....	.....	.....	.....	.....	448	15,129
Boonville .....	.....	.....	.....	.....	.....	.....	16,608
Total .....	18,226	158,622	51,795	1,013	100,934	36,651	1,363,381

*Total tons carried on the canals during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.							PRODUCT OF ANIMALS.
	Boards and scantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and pearl.	Pulp wood.	
Albany .....	3,219	94	207	.....	.....	.....	.....	.....
West Troy.....	8,819	6	.....	11	4,491	788	4,264	.....
Rome .....	2,109	.....	250	2	2,383	10	60	1
Syracuse .....	4,831	51	.....	.....	6,392	1	.....	5
Rochester .....	4	.....	.....	.....	1,834	.....	.....	.....
Tonawanda .....	256,958	.....	1,540	424	.....	.....	.....	.....
Buffalo .....	28,050	.....	12,300	1,747	.....	.....	.....	.....
Waterford .....	62,265	.....	8,096	.....	10,497	.....	1,953	.....
Whitehall .....	92,873	41	133	.....	4,488	.....	147,975	.....
Oswego .....	16,842	565	174	.....	1,142	.....	.....	.....
Geneva .....	50	.....	.....	.....	.....	.....	.....	.....
Boonville .....	21,661	.....	1,620	.....	15,764	.....	.....	.....
Total .....	497,681	757	24,320	2,184	46,991	799	154,252	6

*Total tons carried on the canals, etc.—(Continued).*

OFFICES.	PRODUCT OF ANIMALS.					AGRICULTURE—VEGE- TABLE FOOD.	
	Cheese.	Butter.	Lard, tallow and lard oil.	Wool.	Hides.	Flour.	Wheat.
Albany .....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	.....	643	20	22	18	.....
Rome .....	4	.....	2	.....	1	15	2,578
Syracuse .....	80	49	.....	27	.....	258	2,476
Rochester .....	.....	.....	.....	.....	.....	.....	2,767
Tonawanda .....	.....	.....	.....	.....	.....	.....	310
Buffalo .....	.....	.....	.....	.....	.....	620	129,683
Waterford .....	.....	.....	.....	.....	.....	46	3
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	15	.....	.....	.....	.....	214	485
Geneva .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	99	49	645	47	23	1,171	138,302



*Total tons carried on the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Eye.	Corn.	Corn meal.	Barley.	Barley malt.	Oats.	Bran and ship stuffs.
Albany .....	.....	.....	.....	.....	.....	352	19
West Troy.....	.....	263	.....	.....	.....	198	50
Rome .....	.....	1,826	2	8	.....	1,662	193
Syracuse .....	.....	276	84	53	409	641	1,422
Rochester .....	.....	.....	.....	240	.....	.....	.....
Tenawanda .....	.....	224	.....	.....	.....	.....	.....
Buffalo .....	10,478	184,996	.....	53,472	4,281	33,564	.....
Waterford .....	.....	.....	.....	2,400	.....	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	15	.....
Oswego .....	.....	1,404	2	2,400	197	3	183
Geneva .....	.....	24	.....	4,631	4,185	.....	10
Boonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	10,478	189,013	88	63,204	9,072	36,435	1,877

*Total tons carried on the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.					ALL OTHER AGRICULTURAL PRODUCTS.			
	Peas and beans.	Apples.	Potatoes.	Dried fruits.	Cotton.	Hemp.	Clover and grass seed.		
Albany .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Troy .....	4	.....	.....	610	45	571	930	.....	.....
Rome .....	1	64	140	.....	.....	1	.....	.....	.....
Syracuse .....	.....	419	6,048	92	.....	.....	.....	.....	.....
Rochester .....	.....	.....	210	.....	.....	.....	.....	.....	.....
Tonawanda .....	.....	3,702	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	75	6,017	.....	.....	.....	.....	.....	.....
Whitehall .....	.....	431	3,818	.....	.....	.....	.....	.....	.....
Oswego .....	.....	18	.....	.....	.....	.....	.....	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	.....	7	1,561	.....	.....	.....	.....	.....	.....
Total .....	5	4,716	17,794	702	45	572	930	.....	.....

*Total tons carried on the canals, etc.—(Continued).*

OFFICES.	ALL OTHER AGRICULTURAL PRODUCTS.		MANUFACTURES.					Bloom and bar iron.
	Flax seed.	Hay.	Domestic spirits.	Oil meal and cake.	Furniture.	Pig iron.		
Albany .....	.....	.....	.....	.....	.....	.....	315	
West Troy.....	.....	5,010	106	.....	.....	2,459	812	
Rome .....	.....	.....	3	.....	.....	.....	.....	
Syracuse .....	.....	745	.....	.....	21	62	.....	
Rochester .....	.....	97	.....	.....	.....	.....	.....	
Tonawanda .....	.....	75	.....	.....	.....	17,395	.....	
Buffalo .....	3,766	.....	.....	4,811	.....	25,296	.....	
Waterford .....	.....	327	.....	.....	.....	1,064	.....	
Whitehall .....	.....	26,225	.....	.....	.....	168	.....	
Oswego .....	.....	.....	26	.....	25	.....	.....	
Geneva .....	.....	.....	.....	.....	.....	.....	.....	
Boonville .....	.....	.....	.....	.....	.....	.....	.....	
Total .....	3,766	32,479	135	4,811	46	46,444	1,127	

*Total tons carried on the canals, etc.—(Continued).*

OFFICES.	MANUFACTURES.				MERCHANDISE.		
	Castings and ironware.	Domestic woolens.	Domestic salt.	Foreign salt.	Sugar.	Molasses.	Coffee.
Albany .....	192	.....	336	.....	1,272	.....	.....
West Troy.....	282	86	694	359	74,256	140	382
Rome .....	34	2	3	.....	2	2	2
Syracuse .....	93	.....	49,459	.....	445	83	.....
Rochester .....	.....	.....	25,161	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....	.....
Waterford .....	748	.....	.....	628	899	.....	.....
Whitehall .....	147	.....	.....	.....	.....	1	.....
Oswego .....	2	.....	.....	.....	.....	.....	.....
Geneva .....	.....	.....	11,995	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	1,498	88	87,648	987	76,874	226	384

*Total tons carried on the canals, etc.—(Continued).*

OFFICES.	MERCHANDISE.					OTHER ARTICLES.	
	Nails, spikes and horseshoes.	Iron and steel.	Railroad iron.	Flint, enamel, crookery and glassware.	All other merchan- dise.	loc.	Stone, lime and clay.
Albany .....	.....	.....	.....	.....	4,865	11,263	12,828
West Troy.....	.....	828	492	135	56,625	140,019	164,601
Rome .....	75	.....	.....	1	11,582	.....	16,971
Syracuse .....	.....	336	5	240	23,619	20,455	53,147
Rochester .....	.....	.....	.....	163	28,576	.....	45,269
Tonawanda .....	.....	.....	.....	.....	1,782	.....	106,200
Buffalo .....	.....	419	.....	.....	12,433	.....	2,983
Waterford .....	.....	967	.....	.....	24,276	66,020	44,075
Whitehall .....	.....	33	336	.....	25	.....	2,551
Oswego .....	.....	9	.....	.....	1,133	.....	4,779
Geneva .....	.....	.....	.....	.....	3,988	1,853	.....
Boonville .....	.....	.....	.....	.....	9	.....	24,210
Total .....	75	2,592	833	539	168,913	239,610	477,614

*Total tons carried on the canals, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.						Total tons.
	Rock and super-phosphate.	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	492	23,600	6,846	.....	.....	850	66,750
West Troy .....	29,266	104,794	24,707	131	4,931	42,067	674,935
Rome .....	.....	31,329	265	3	.....	154	71,740
Syracuse .....	272	172,284	3,578	250	.....	4,078	352,786
Rochester .....	.....	38,090	69,299	.....	.....	1,075	212,785
Tonawanda .....	.....	.....	.....	.....	.....	.....	388,610
Buffalo .....	175	.....	224	917	.....	195	510,410
Waterford .....	.....	184,687	50,570	.....	3,579	4	469,196
Whitehall .....	.....	.....	.....	.....	95,004	3,343	377,607
Oswego .....	.....	75	.....	.....	.....	769	30,462
Geneva .....	.....	34,231	64,608	.....	.....	250	125,815
Boonville .....	.....	.....	.....	.....	.....	3	64,845
Total .....	30,205	589,090	220,097	1,301	103,514	52,788	3,345,941

*Value of all the property carried on the canals during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.					
	Boards and scantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and pearl.
Albany .....	\$52,143	\$2,256	\$2,795	.....	.....	.....
West Troy .....	142,849	150	.....	\$448	\$6,416	\$57,360
Rome .....	34,131	.....	3,388	72	3,404	680
Syracuse .....	78,273	1,131	.....	.....	9,132	80
Rochester .....	70	.....	.....	.....	2,620	.....
Tonawanda .....	4,162,728	.....	20,790	16,960	.....	.....
Buffalo .....	454,420	.....	166,050	69,880	.....	.....
Waterford .....	1,008,715	.....	109,291	.....	14,996	.....
Whitehall .....	1,504,546	978	1,791	.....	6,412	.....
Oswego .....	272,841	13,605	2,345	.....	1,632	.....
Geneva .....	810	.....	.....	.....	.....	.....
Boonville .....	350,906	.....	21,870	.....	22,520	.....
Total .....	\$8,062,432	\$18,120	\$328,320	\$87,360	\$67,132	\$58,120

*Value of all the property carried on the canals, etc.—(Continued).*

OFFICES.	THE FOREST— PRODUCT OF WOOD.		PRODUCT OF ANIMALS.				
	Pulp wood.	Pork and beef.	Cheese.	Butter.	Lard, tallow and lard oil.	Wool.	
Albany .....	.....	.....	.....	.....	.....	.....	
West Troy.....	\$14,925	.....	.....	.....	\$64,255	\$10,000	
Rome .....	209	\$100	\$800	.....	245	.....	
Syracuse .....	.....	375	15,910	\$19,600	.....	13,500	
Rochester .....	.....	.....	.....	.....	.....	.....	
Tonawanda .....	.....	.....	.....	.....	.....	.....	
Buffalo .....	.....	.....	.....	.....	.....	.....	
Waterford .....	6,836	.....	.....	.....	.....	.....	
Whitehall .....	517,912	.....	.....	.....	.....	.....	
Oswego .....	.....	.....	3,090	.....	.....	.....	
Geneva .....	.....	.....	.....	.....	.....	.....	
Boonville .....	.....	.....	.....	.....	.....	.....	
Total .....	\$539,882	\$475	\$19,800	\$19,600	\$64,500	\$23,500	



*Value of all the property carried on the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.					
	PRODUCT OF ANIMALS.	Flour.	Wheat.	Rye.	Corn.	Corn meal.
	Hides.					
Albany .....	.....	.....	.....	.....	.....	.....
West Troy .....	\$5,448	\$774	.....	.....	\$4,230	.....
Rome .....	72	592	\$68,746	.....	29,358	\$43
Syracuse .....	.....	10,751	66,040	.....	4,432	1,945
Rochester .....	.....	.....	73,778	.....	.....	.....
Tonawanda .....	.....	.....	8,288	.....	3,600	.....
Buffalo .....	.....	25,830	3,458,207	\$187,000	2,973,153	.....
Waterford .....	.....	1,913	80	.....	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	8,933	12,941	.....	22,568	50
Geneva .....	.....	.....	.....	.....	367	.....
Boonville .....	.....	.....	.....	.....	.....	.....
Total .....	\$5,520	\$48,793	\$3,688,080	\$187,000	\$3,037,708	\$2,038

*Value of all the property carried on the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.					
	Barley.	Barley malt.	Oats.	Bran and ship stuffs.	Peas and beans	Apples.
Albany .....	.....	.....	\$5,720	\$381	.....	.....
West Troy .....	.....	.....	3,224	1,000	\$308	.....
Rome .....	\$512	.....	26,990	3,863	25	\$1,789
Syracuse .....	1,320	\$17,095	10,416	28,431	.....	11,808
Rochester .....	6,000	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....
Buffalo .....	1,336,794	176,264	545,417	.....	.....	104,294
Waterford .....	60,000	.....	.....	.....	.....	.....
Whitehall .....	.....	.....	247	.....	.....	2,100
Oswego .....	60,000	8,110	54	3,665	.....	12,154
Geneva .....	115,774	172,331	.....	.....	.....	500
Boonville .....	.....	.....	.....	200	.....	.....
Total .....	\$1,580,400	\$373,800	\$592,068	\$37,540	\$333	\$132,845

*Value of all the property carried on the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.		ALL OTHER AGRICULTURAL PRODUCTS.			
	Potatoes.	Dried fruit.	Cotton.	Hemp.	Clover and grass seed.	Flax seed.
Albany .....	.....	.....	.....	.....	.....	.....
West Troy .....	.....	\$85,372	\$9,000	\$102,825	\$93,000	.....
Rome .....	\$2,334	.....	.....	135	.....	.....
Syracuse .....	100,800	12,908	.....	.....	.....	.....
Rochester .....	3,500	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....
Waterford .....	100,283	.....	.....	.....	.....	\$150,640
Whitehall .....	63,630	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	.....	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....
Boonville .....	26,020	.....	.....	.....	.....	.....
Total .....	\$296,567	\$98,280	\$9,000	\$102,960	\$93,000	\$150,640

*Value of all the property carried on the canals, etc.—(Continued).*

OFFICES.	ALL OTHER AGRICULTURAL PRODUCTS.		MANUFACTURES.				
	Hay.		Domestic spirits.	Oil meal and cake.	Furniture.	Pig iron.	Bloom and bar iron.
Albany .....	.....	.....	.....	.....	.....	.....	\$12,588
West Troy .....	\$75,163	\$33,416	\$33,416	.....	.....	\$36,875	32,492
Rome .....	.....	709	709	.....	.....	.....	.....
Syracuse .....	11,162	.....	.....	.....	\$10,500	937	.....
Rochester .....	1,455	.....	.....	.....	.....	.....	.....
Tenawanda .....	1,125	.....	.....	.....	.....	260,929	.....
Buffalo .....	.....	.....	.....	\$192,440	.....	379,439	.....
Waterford .....	4,900	.....	.....	.....	.....	15,960	.....
Whitehall .....	393,380	.....	.....	.....	.....	2,520	.....
Oswego .....	.....	8,063	8,063	.....	12,500	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....	.....
Total .....	\$487,185	\$42,188	\$42,188	\$192,440	\$23,000	\$696,660	\$45,080

*Value of all the property carried on the canals, etc.—(Continued).*

OFFICES.	MANUFACTURES.				MERCHANDISE.	
	Castings and ironware.	Domestic woolens.	Domestic salt.	Foreign salt.	Sugar.	Molasses.
Albany .....	\$11,478	.....	\$3,360	.....	\$139,931	.....
West Troy .....	16,890	\$86,000	6,933	\$7,174	8,168,280	\$14,090
Rome .....	2,040	2,000	37	.....	89	110
Syracuse .....	5,662	.....	494,590	.....	48,950	8,325
Rochester .....	.....	.....	251,610	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....
Waterford .....	44,890	.....	.....	12,566	98,890	.....
Whitehall .....	8,815	.....	.....	.....	.....	75
Oswego .....	105	.....	.....	.....	.....	.....
Geneva .....	.....	.....	119,950	.....	.....	.....
Bogville .....	.....	.....	.....	.....	.....	.....
Total .....	\$89,880	\$88,000	\$876,480	\$19,740	\$8,456,140	\$22,600

*Value of all the property carried on the canals, etc.—(Continued).*

OFFICES.	MERCHANDISE.				
	Coffee.	Nails, spikes and horseshoes.	Iron and steel.	Railroad iron.	Flint, enamel, crockery and glassware.
Albany .....	.....	.....	.....	.....	.....
West Troy .....	\$152,880	.....	\$33,088	\$14,747	\$67,550
Rome .....	720	\$6,000	40	.....	50
Syracuse .....	.....	.....	13,440	163	120,250
Rochester .....	.....	.....	.....	.....	81,650
Tonawanda .....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	16,760	.....	.....
Waterford .....	.....	.....	38,662	.....	.....
Whitehall .....	.....	.....	1,320	10,080	.....
Oswego .....	.....	.....	370	.....	.....
Geneva .....	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....
Total .....	\$153,600	\$6,000	\$103,680	\$24,990	\$269,500

*Value of all the property carried on the canals, etc.—(Continued).*

OFFICES.	All other merchandise.	OTHER ARTICLES.			
		Ice.	Stone, lime and clay.	Rock and super-phos- phate.	Anthracite coal.
Albany .....	\$972,960	\$56,313	\$64,146	\$4,923	\$118,001
West Troy .....	11,325,080	700,096	823,009	292,652	523,971
Rome .....	2,316,400	.....	84,847	.....	156,667
Syracuse .....	4,723,814	102,274	265,730	2,725	861,395
Rochester .....	5,715,140	.....	226,343	.....	190,450
Tonawanda .....	356,425	.....	531,000	.....	.....
Buffalo .....	2,486,625	.....	14,917	1,750	.....
Waterford .....	4,855,356	330,102	220,373	.....	923,435
Whitehall .....	5,000	.....	12,757	.....	.....
Oswego .....	226,450	.....	23,898	.....	375
Geneva .....	797,600	9,265	.....	.....	171,156
Boonville .....	1,750	.....	121,050	.....	.....
Total .....	33,782,600	1,198,050	2,388,070	302,050	2,945,450

*Value of all the property carried on the canals, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.				Total value.
	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	\$34,228	.....	.....	\$169,940	\$1,651,163
West Troy .....	123,534	\$919	\$24,653	8,413,360	31,574,436
Rome .....	1,328	2	.....	31,341	2,779,868
Syracuse .....	17,889	1,714	.....	815,600	7,909,067
Rochester .....	346,496	.....	.....	215,000	7,114,112
Tonawanda .....	.....	.....	.....	.....	5,466,139
Buffalo .....	1,120	6,286	.....	39,000	12,681,992
Waterford .....	252,850	.....	17,897	800	8,120,895
Whitehall .....	.....	.....	475,020	668,559	3,685,196
Oswego .....	.....	.....	.....	153,500	835,595
Geneva .....	323,040	.....	.....	50,000	1,760,293
Boonville .....	.....	.....	.....	500	545,016
Total .....	1,100,485	8,921	517,570	10,557,600	84,123,772



*Property (in tons of 2,000 pounds) arriving at tide-water from the Erie canal during the season of 1900.*

OFFICES.	FOREST—PRODUCT OF WOOD.						PRODUCT OF ANIMALS.
	Boards and scantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and pearl.	
Albany .....	127,006	.....	.....	.....	535	.....	.....
West Troy.....	123,358	.....	.....	.....	1,730	.....	826
Total .....	250,364	.....	.....	.....	2,265	.....	826

*Property (in tons) arriving at tide-water from the Erie canal, etc.—(Continued).*

OFFICES.	ALL OTHER AGRICULTURAL PRODUCTS.			MANUFACTURES.			
	Potatoes.	Flax seed.	Hay.	Domestic spirits.	Oil meal and cake.	Bar and pig lead.	Pig iron.
Albany .....	651	.....	167	.....	.....	.....	417
West Troy .....	5,291	3,532	5,077	.....	4,811	.....	31,022
Total .....	5,942	3,532	5,244	.....	4,811	.....	31,439

*Property (in tons) arriving at tide-water from the Erie canal, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.							
	Flour.	Wheat.	Rye.	Corn.	Barley.	Barley malt	Oats.	Apples.
Albany .....	.....	2,403	1,691	11,967	960	196	1,365	.....
West Troy .....	562	68,430	8,787	166,596	14,418	1,409	29,440	321
Total .....	562	70,833	10,478	178,563	15,378	1,605	30,805	321

*Property (in tons) arriving at tide-water from the Erie canal, etc.—(Continued).*

OFFICES.	MANUFACTURES.		MERCHANDISE.				OTHER ARTICLES.	
	Castings and iron-ware.	Domestic salt.	Sugar.	Iron and steel.	Print, enamel, crockery and glassware.	All other merchandise.	Ice.	
Albany .....	.....	1,451	.....	.....	.....	3	11,722	
West Troy.....	.....	66,053	.....	386	.....	1,903	139,520	
Total .....	.....	67,504	.....	386	.....	1,906	151,242	

*Property (in tons) arriving at tide-water from the Erie canal, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.						Total tons.
	Petroleum.	Stone, lime and clay.	Rock and super phosphate.	Anthracite coal.	Bituminous coal.	Sundries.	
Albany .....	.....	806	.....	.....	678	.....	162,018
West Troy.....	200	30,016	545	12,886	8,674	1,473	727,266
Total .....	200	30,822	545	12,886	9,352	1,473	889,284

*Property (in tons of 2,000 pounds) arriving at tide-water from the Champlain canal during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.					AGRICULTURE— VEGETABLE FOOD.	
	Boards and scantling.	Shingles.	Timber.	Wood.	Pulp wood.	Flour.	Wool.
Albany .....	34,690	.....	.....	3,581	129	.....	.....
West Troy, through.....	39,732	40	.....	5,454	.....	.....	.....
West Troy, way, to New York and east.....	40,534	.....	106	6,538	.....	46	3
Waterford .....	33,996	1	.....	252	60	.....	.....
Total .....	148,952	41	106	15,825	189	46	3

*Property (in tons) arriving at tide-water from the Champlain canal, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.			ALL OTHER AGRICULTURAL PRODUCTS.	MANUFACTURES.	MERCHANDISE.	
						Nails, spikes and horse-shoes.	Castings and ironware.
	Wheat.	Apples.	Potatoes.				
Albany .....	.....	.....	.....	.....	Pig iron.		.....
West Troy, through.....	.....	366	2,879	9,468	.....	.....	147
West Troy, way, to New York and east.....	3	4	4,083	265	.....	.....	.....
Waterford .....	.....	107	2,883	16,283	168	.....	.....
Total .....	3	477	9,945	26,016	168	.....	147

*Property (in tons) arriving at tide-water from the Champlain canal, etc.—(Concluded).*

OFFICES.	MERCHANDISE.		OTHER ARTICLES.					Total tons.
	Railroad iron.	All other merchandise.	Ice.	Stone, lime and clay.	Rock and super phosphate.	Iron ore.	Sundries.	
Albany .....	.....	135	1,476	1,186	.....	1,678	101	42,976
West Troy, through .....	33	202	.....	2,383	.....	70,753	1,227	132,684
West Troy, way, to New York and east .....	.....	6,075	52,649	16,863	.....	.....	.....	127,169
Waterford .....	336	5,968	12,957	3,153	.....	22,959	1,432	100,555
Total .....	369	12,380	67,082	23,585	.....	95,390	2,760	403,384



*Property (in tons of 2,000 pounds) arriving at tide-water from the Black River canal during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.			AGRI- CULTURE— VEGETABLE FOOD.	OTHER ARTICLES.	Total tons.
	Boards and scantling.	Timber.	Wood.			
Albany .....	12,245	.....	.....	654	152	13,051
West Troy .....	1,812	1,320	.....	958	.....	4,090
Total .....	14,057	1,320	.....	1,612	152	17,141

*Property (in tons of 2,000 pounds) arriving at tide-water from the Oswego canal during the season of 1900.*

OFFICES.	Sundries.	THE FOREST—PRODUCT OF WOOD.		AGRICULTURE—VEGETABLE FOOD.			Total tons.
		Boards and scantling.	Shingles.	Wheat.	Barley.	Barley malt.	
Albany .....	.....	6,583	72	.....	.....	.....	6,655
West Troy.....	447	4,845	100	485	2,400	197	8,474
Total .....	447	11,428	172	485	2,400	197	15,129

*Property (in tons of 2,000 pounds) arriving at tide-water from the Cayuga and Seneca canal during the season of 1900.*

OFFICES.	AGRICULTURE— VEGETABLE FOOD.	MANUFACTURES.	OTHER ARTICLES.		Total tons.
			Anthracite coal.	Bituminous coal.	
	Barley.	Domestic salt.			
Albany .....	.....	1,471	.....	.....	1,471
West Troy.....	.....	12,231	399	1,592	14,222
Total .....	.....	13,702	399	1,592	15,693

*Property (in tons of 2,000 pounds) arriving at tide-water from all canals during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.					PRODUCT OF ANIMALS.	
	Boards and scantling.	Shingles.	Timber.	Wood.	Pulp wood.	Lard, tallow and lard oil.	Wool.
Albany .....	180,524	72	.....	4,116	129	.....	.....
West Troy.....	210,281	140	1,426	13,722	.....	826	3
Waterford .....	33,996	1	.....	252	60	.....	.....
Total .....	424,801	213	1,426	18,090	189	826	3

*Property arriving (in tons) at tide water from all canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Flour.	Wheat.	Rye.	Corn.	Barley.	Barley malt.	Oats.
Albany .....	.....	2,403	1,691	11,967	960	196	1,365
West Troy .....	608	68,918	8,787	166,596	16,818	1,606	29,440
Waterford .....	.....	.....	.....	.....	.....	.....	.....
Total .....	608	71,321	10,478	178,563	17,778	1,802	30,805

*Property (in tons) arriving at tide-water from all canals, etc.—(Continued).*

OFFICES.	AGRICULTURE— VEGETABLE FOOD.		ALL OTHER AGRICUL- TURAL PRODUCTS.		MANUFACTURES.		
	Apples.	Potatoes.	Flax seed.	Hay.	Oil meal and cake.	Pig iron.	Castings and ironware.
Albany .....	.....	1,305	.....	167	.....	417	.....
West Troy .....	691	13,211	3,532	14,810	4,811	31,022	147
Waterford .....	107	2,883	.....	16,283	.....	168	.....
Total .....	798	17,399	3,532	31,260	4,811	31,607	147

*Property (in tons) arriving at tide-water from all canals, etc.—(Continued).*

OFFICES.	MANUFACTURES.		MERCHANDISE.				OTHER ARTICLES.		
	Domestic salt.	Iron and steel.	Railroad iron.	All other merchandise.	Ice.	Stone, lime and clay.	Rock and super phosphate.		
Albany .....	2,922	.....	.....	290	13,198	1,992	.....		
West Troy.....	78,284	386	33	8,180	192,169	49,262	545		
Waterford .....	.....	.....	336	5,968	12,957	3,153	.....		
Total .....	81,206	386	369	14,438	218,324	54,407	546		

*Property (in tons) arriving at tide-water from all canals, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.					Total tons.
	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	.....	678	.....	1,678	101	226,171
West Troy .....	13,285	10,266	200	70,753	3,147	1,013,905
Waterford .....	.....	.....	.....	22,959	1,432	100,555
Total .....	13,285	10,944	200	95,390	4,680	1,340,631



*Property (in tons of 2,000 pounds) left at and between offices on the canals during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.					
	Boards and sawantling.	Shingles.	Timber.	Staves.	Wood.	Ashes, pot and pearl.
Albany .....	181,094	97	207	.....	4,116	.....
West Troy .....	214,132	154	1,426	.....	14,184	.....
Rome .....	22,220	4	.....	.....	5,785	60
Syracuse .....	23,339	420	176	.....	18,110	.....
Rochester .....	23,199	.....	780	375	2,131	107
Tonawanda .....	640	.....	.....	2,863	898	.....
Buffalo .....	2,243	.....	1,340	.....	.....	.....
Waterford .....	38,339	1	2,575	.....	1,204	.....
Whitehall .....	1,210	.....	.....	.....	490	.....
Oswego .....	1,418	24	1,060	.....	473	.....
Geneva .....	50	.....	.....	.....	378	.....
Baconville .....	251	31	240	.....	325	.....
Total .....	508,135	731	7,804	3,238	48,094	331
						154,252

*Property (in tons) left at and between offices on the canals, etc.—(Continued).*

OFFICES.	PRODUCT OF ANIMALS.					
	Pork and beef.	Bacon.	Cheese.	Butter.	Lard, tallow and lard oil.	Wool.  Hides.
Albany .....	.....	.....	.....	.....	.....	..... 8
West Troy .....	.....	.....	.....	.....	902	23
Rome .....	.....	.....	.....	.....	.....	..... 8
Syracuse .....	7	92	149	49	57	27
Rochester .....	.....	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	.....	.....	.....
Waterford .....	.....	.....	.....	.....	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	.....
Oswego .....	.....	.....	.....	.....	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	.....	.....	.....
<b>Total .....</b>	<b>7</b>	<b>92</b>	<b>149</b>	<b>49</b>	<b>959</b>	<b>50 16</b>

*Property (in tons) left at and between offices on the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Flour.	Wheat.	Rye.	Corn.	Corn meal.	Barley.	Barley malt
Albany .....	.....	2,403	1,691	11,967	.....	960	196
West Troy .....	610	68,918	8,787	166,596	.....	16,818	1,606
Rome .....	3	.....	.....	471	.....	.....	.....
Syracuse .....	143	9,581	.....	5,385	1	8,080	19
Rochester .....	.....	42,261	.....	.....	.....	5,472	.....
Tonawanda .....	.....	7,920	.....	.....	.....	.....	.....
Buffalo .....	.....	311	.....	.....	.....	.....	.....
Waterford .....	16	.....	.....	269	.....	1,440	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	214	483	.....	1,881	2	6,674	.....
Geneva .....	.....	.....	140	3,155	.....	20,999	8,226
Boonville .....	127	.....	.....	794	89	.....	.....
Total .....	1,113	131,877	10,618	190,518	92	60,443	10,047

*Property (in tons) left at and between offices on the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						ALL OTHER AGRICULTURAL PRODUCTS.
	Oats.	Bran and ship stuffs.	Peas and beans.	Apples.	Potatoes.	Dried fruit.	
Albany .....	1,365	.....	.....	.....	1,305	.....	.....
West Troy .....	29,440	.....	.....	691	13,211	.....	.....
Rome .....	67	50	.....	.....	.....	.....	.....
Syracuse .....	4,102	167	5	320	279	357	.....
Rochester .....	.....	.....	.....	.....	.....	.....	.....
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	.....	3,466	.....	431	288
Waterford .....	514	69	.....	107	2,883	.....	.....
Whitehall .....	.....	.....	.....	.....	.....	.....	.....
Oswego .....	3	183	.....	18	.....	.....	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	132	998	.....	77	.....	.....	.....
Total .....	35,623	1,467	5	4,679	17,678	788	288

*Property left at and between offices on the canals, etc.—(Continued).*

OFFICES.	ALL OTHER AGRICULTURAL PRODUCTS.				MANUFACTURES.			
	Clover and grass seed.	Flax seed.	Hay.	Domestic spirits.	Oil meal and cake.	Furniture.	Pig iron.	
Albany .....	.....	.....	167	.....	.....	.....	417	
West Troy.....	.....	3,532	14,810	.....	4,811	.....	31,425	
Rome .....	.....	.....	.....	.....	.....	.....	1,198	
Syracuse .....	.....	.....	756	15	.....	16	6,494	
Rochester .....	.....	.....	97	.....	.....	.....	1,623	
Tonawanda .....	.....	.....	.....	.....	.....	.....	748	
Buffalo .....	834	.....	74	91	.....	.....	30	
Waterford .....	.....	.....	16,498	.....	.....	.....	1,256	
Whitehall .....	.....	.....	.....	.....	.....	.....	977	
Oswego .....	.....	.....	.....	10	.....	5	.....	
Geneva .....	.....	.....	.....	.....	.....	.....	861	
Boonville' .....	.....	.....	.....	11	2	.....	.....	
Total .....	834	3,532	32,402	127	4,813	21	45,029	

*Property left at and between offices on the canals, etc.—(Continued).*

OFFICES.	MANUFACTURES.					MERCHANDISE.	
	Bloom and bar iron.	Castings and iron-ware.	Domestic woollens.	Domestic salt.	Foreign salt.	Sugar.	Molasses.
Albany .....	.....	.....	.....	2,922	.....	.....	.....
West Troy .....	.....	158	.....	78,284	.....	2,114	17
Rome .....	.....	.....	.....	2	.....	.....	.....
Syracuse .....	281	65	.....	6,802	.....	4,261	151
Rochester .....	43	.....	.....	.....	.....	2,015	2
Tonawanda .....	.....	.....	.....	.....	.....	.....	.....
Buffalo .....	.....	.....	64	800	202	65,709	62
Watford .....	.....	184	.....	.....	.....	15	.....
Whitehall .....	325	1,015	.....	691	785	916	.....
Oswego .....	2	33	.....	189	.....	28	.....
Geneva .....	.....	.....	.....	.....	.....	.....	.....
Boonville .....	.....	.....	.....	476	.....	4	.....
Total .....	651	1,455	64	90,166	987	75,062	232

*Property left at and between offices on the canals, etc.—(Continued).*

OFFICES.	MERCHANDISE.					OTHER ARTICLES.	
	Coffee.	Nails, spikes and horseshoes.	Iron and steel.	Railroad iron.	Flint, enamel, crockery and glassware.	All other merchandise.	Ice.
Albany .....	.....	.....	.....	.....	.....	290	13,198
West Troy .....	49	.....	386	388	.....	10,134	192,169
Rome .....	.....	75	.....	.....	.....	4,811	.....
Syracuse .....	47	.....	1,002	412	60	33,585	27,145
Rochester .....	39	.....	.....	.....	40	27,019	.....
Tonawanda .....	.....	.....	.....	.....	.....	311	.....
Buffalo .....	229	.....	1,134	.....	358	68,845	.....
Waterford .....	.....	.....	.....	396	.....	14,086	12,957
Whitehall .....	.....	.....	1,070	.....	.....	8,481	.....
Oswego .....	.....	.....	160	.....	.....	2,287	.....
Geneva .....	.....	.....	.....	.....	.....	4,569	.....
Boonville .....	.....	.....	.....	3	8	505	.....
Total .....	364	75	3,752	1,199	466	174,923	245,469

*Property (in tons) left at and between offices on the canals, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.							Total tons.
	Stone, lime and clay.	Rock and super-phosphate.	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	3,952	.....	3,232	678	.....	1,678	101	232,165
West Troy .....	79,155	1,938	52,551	11,319	211	70,753	3,728	1,099,655
Rome .....	50,959	.....	23,970	2,890	.....	840	2	113,407
Syracuse .....	75,855	7,236	164,915	99,080	369	454	6,459	506,333
Rochester .....	62,241	5,864	49,740	340	.....	.....	2,369	225,757
Tonawanda .....	3,881	.....	901	.....	.....	.....	3,771	23,187
Buffalo .....	173,560	17,932	467	.....	874	2,022	29,703	371,069
Waterford .....	18,456	.....	89,185	23,101	9	23,143	1,523	307,239
Whitehall .....	22,561	.....	155,330	48,340	.....	3,692	392	336,078
Oswego .....	5,377	.....	4,742	.....	.....	.....	758	26,024
Geneva .....	4,233	.....	25,186	10,103	.....	.....	422	78,322
Boonville .....	1,039	20	3,271	8,127	7	.....	112	16,649
Total .....	501,269	32,990	573,490	203,978	1,470	102,582	49,340	3,335,885



*Property (in tons of 2,000 pounds) that went to New York from the Erie canal during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.		PRODUCT OF ANIMALS.	AGRICULTURE—VEGETABLE FOOD.			
	Boards and scantling.	Wood.	Lard, tallow and lard oil.	Flour.	Wheat.	Rye.	Corn.
Albany .....	21,610	339	.....	.....	2,403	1,691	11,967
West Troy .....	117,900	958	826	562	68,430	8,787	166,596
Total .....	139,510	1,297	826	562	70,833	10,478	178,563

*Property (in tons) that went to New York from the Erie canal, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.					ALL OTHER AGRICULTURAL PRODUCTS.	
	Barley.	Barley malt.	Oats.	Apples.	Potatoes.	Flax seed.	Hay.
Albany .....	960.	196	1,365	.....	651	.....	63
West Troy.....	14,418	1,409	29,440	321	5,291	3,532	5,077
Total .....	15,378	1,605	30,805	321	5,942	3,532	5,140

*Property (in tons) that went to New York from the Erie canal, etc.—(Continued).*

OFFICES.	MANUFACTURES.			MERCHANDISE.		OTHER ARTICLES.	
	Oil meal and cake.	Pig iron.	Domestic salt.	Iron and steel.	All other merchandise.	Ice.	Stone, lime and clay.
Albany .....	.....	217	1,451	.....	.....	11,722	225
West Troy.....	4,811	24,527	65,362	386	1,841	139,520	17,455
Total .....	4,811	24,744	66,813	386	1,841	151,242	17,680

*Property (in tons) that went to New York from the Erie canal, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.					Total tons.
	Rock and super-phosphate.	Anthracite coal.	Bituminous coal.	Petroleum.	Sundries.	
Albany .....	.....	.....	.....	.....	.....	54,860
West Troy.....	545	224	1,251	200	1,265	680,934
Total .....	545	224	1,251	200	1,265	735,794

*Property (in tons of 2,000 pounds) that went to New York from the Champlain canal during the season of 1900.*

OFFICES.	FOREST-PRODUCT OF WOOD.				AGRICULTURE-VETERINARY FOOD.		ALL OTHER AGRICULTURAL PRODUCTS.	MANUFACTURES.
	Boards and scantling.	Shingles.	Wood.	Pulp wood.	Apples.	Potatoes.	Hay.	Pig iron.
Albany .....	5,228	.....	2,685	129	.....	.....	.....	.....
West Troy .....	74,081	40	3,928	.....	366	6,962	9,733	.....
Waterford .....	33,996	1	252	60	107	2,883	16,283	168
Total .....	113,305	41	6,865	189	473	9,845	26,016	168

*Property (in tons of 2,000 pounds) that went to New York from the Champlain canal, etc.—(Concluded).*

OFFICES.	MANU-FACTURES.	MERCHANDISE.		OTHER ARTICLES.				Total tons.
		Railroad iron.	All other merchandise.	Ice.	Stone, lime and clay.	Iron ore.	Sandries.	
Albany .....	.....	.....	135	1,276	876	1,678	101	12,108
West Troy .....	147	33	5,202	52,649	16,751	68,158	1,227	239,277
Waterford .....	.....	336	5,968	12,957	3,153	22,959	1,432	100,555
Total .....	147	369	11,305	66,882	20,780	92,795	2,760	351,940

*Property (in tons of 2,000 pounds) that went to New York from all canals during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.				PRODUCT OF ANIMALS.		AGRICULTURE—TUBER, VEGETABLE FOOD.
	Boards and scantling.	Shingles.	Timber.	Wood.	Pulp wood.	Lard, tallow and lard oil.	
Albany .....	26,838	.....	.....	3,024	129	.....	.....
West Troy .....	198,638	140	1,320	4,886	.....	826	562
Waterford .....	33,996	1	.....	252	60	.....	.....
Total .....	259,472	141	1,320	8,162	189	826	562

*Property (in tons) that went to New York from all canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Wheat.	Rye.	Corn.	Barley.	Barley malt.	Oats.	Apples.
Albany .....	2,403	1,691	11,967	960	196	1,365	.....
West Troy .....	68,915	8,787	166,596	14,418	1,606	29,440	687
Waterford .....	.....	.....	.....	.....	.....	.....	107
Total .....	71,318	10,478	178,563	15,378	1,802	30,805	794



*Property (in tons) that went to New York from all canals, etc.—(Continued).*

OFFICES.	AGRICUL- TURE— VEGETABLE FOOD.	ALL OTHER AGRICULTU- RAL PRODUCTS.		MANUFACTURES.			
	Potatoes.	Flax seed.	Hay.	Oil meal and cake.	Pig iron.	Castings and iron- ware.	Domestic salt.
Albany .....	651	.....	63	.....	217	.....	1,451
West Troy.....	13,211	3,532	14,810	4,811	24,527	147	77,593
Waterford .....	2,883	.....	16,283	.....	168	.....	.....
Total .....	16,745	3,532	31,156	4,811	24,912	147	79,044

*Property (in tons) that went to New York from all canals, etc. — (Continued).*

OFFICES.	MERCHANDISE.			OTHER ARTICLES.		
	Iron and steel.	Railroad iron.	All other merchandise.	Ice.	Stone, lime and clay.	Rock and super-phosphate.
Albany .....	.....	.....	135	12,998	1,101	.....
West Troy .....	386	33	7,043	192,169	34,206	545
Waterford .....	.....	336	5,968	12,957	3,153	.....
Total .....	386	369	13,146	218,124	38,460	545

*Property (in tons) that went to New York from all canals, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.					Total tons.
	Anthracite coal.	Bituminous coal.	Petroleum	Iron ore.	Sundries.	
Albany .....	.....	.....	.....	1,678	101	66,968
West Troy .....	623	2,843	200	68,158	2,939	944,597
Waterford .....	.....	.....	.....	22,959	1,432	100,555
Total .....	623	2,843	200	92,795	4,472	1,112,120

*Value of all the property that went to New York from the canals during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.				PRODUCT OF ANIMALS.	AGRICULTURE—VEGETABLE FOOD.
	Boards and scantling.	Shingles.	Timber.	Wood.		
				Pulp wood.	Lard, tallow and lard oil.	Flour.
Albany .....	\$434,760	.....	.....	\$4,320	.....	.....
West Troy.....	3,217,952	\$3,360	\$17,820	6,980	\$82,580	\$23,436
Waterford .....	550,732	30	.....	360	.....	.....
Total .....	\$4,203,444	\$3,390	\$17,820	\$11,660	\$82,580	\$23,436

*Value of all the property that went to New York from the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Wheat.	Rye.	Corn.	Barley.	Barley malt.	Oats.	Apples.
Albany .....	\$64,080	\$30,200	\$192,330	\$24,000	\$8,050	\$22,178	.....
West Troy.....	1,837,741	156,912	2,677,439	360,453	70,239	478,403	\$19,348
Waterford .....	.....	.....	.....	.....	.....	.....	3,006
Total .....	\$1,901,821	\$187,112	\$2,869,769	\$384,453	\$78,289	\$500,581	\$22,354

*Value of all the property that went to New York from the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE— VEGETABLE FOOD.		ALL OTHER AGRICULTURAL PRODUCTS.		MANUFACTURES.			
	Potatoes.	Flax seed.	Hay.	Oil meal and cake.	Pig iron.	Castings and ironware.	Domestic salt.	
Albany .....	\$10,850	.....	\$940	.....	\$3,255	.....	\$14,508	
West Troy .....	220,177	\$141,292	222,165	\$192,498	367,905	\$8,814	775,938	
Waterford .....	48,050	.....	244,244	.....	2,520	.....	.....	
Total .....	\$279,077	\$141,292	\$467,349	\$192,498	\$373,680	\$8,814	\$790,446	

*Value of all the property that went to New York from the canals, etc.—(Continued).*

OFFICES.	MERCHANDISE.			OTHER ARTICLES.		
	Iron and steel.	Railroad iron.	All other merchandise.	Ice.	Stone, lime and clay.	Rock and superphosphate.
Albany .....	.....	.....	\$27,000	\$64,988	\$5,503	.....
West Troy .....	\$15,440	\$990	1,408,630	960,843	171,033	\$5,446
Waterford .....	.....	10,080	1,193,665	64,786	15,767	.....
Total .....	\$15,440	\$11,070	\$2,629,295	\$1,090,617	\$192,303	\$5,446

*Value of all the property that went to New York from the canals, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.					Total value.
	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	.....	.....	.....	\$8,389	\$20,100	\$935,903
West Troy .....	\$3,118	\$14,217	\$1,370	340,789	587,800	14,391,128
Waterford .....	.....	.....	.....	114,795	236,491	2,534,736
Total .....	\$3,118	\$14,217	\$1,370	\$463,973	\$894,391	\$17,861,767



*Property (in tons of 2,000 pounds) that went to New York from the Oswego, the Cayuga and Seneca and the Black River canals during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.			AGRICULTURE—VEGETABLE FOOD.		
	Boards and scantling.	Shingles.	Timber.	Wheat.	Barley malt.	Potatoes.
Oswego .....	4,845	100	.....	485	197	.....
Cayuga and Seneca .....	.....	.....	.....	.....	.....	.....
Black River .....	1,812	.....	1,320	.....	.....	958
Total .....	6,657	100	1,320	485	197	958

*Property (in tons of 2,000 pounds) that went to New York from the Oswego, the Cayuga and Seneca and the Black River canals, etc.—(Concluded).*

OFFICES.	MERCHANDISE.		OTHER ARTICLES.			Total tons.
	Domestic salt.	Anthracite coal.	Bituminous coal.	Sundries		
Oswego .....	.....	.....	.....	447	6,074	
Cayuga and Seneca .....	12,231	399	1,592	.....	14,222	
Black River.....	.....	.....	.....	.....	4,090	
Total .....	12,231	399	1,592	447	24,386	

*Value of all the property left at tide-water from the canals during the season of 1900.*

OFFICES.	THE FOREST—PRODUCT OF WOOD.					PRODUCT OF ANIMALS.		
	Boards and scantling.	Shingles.	Timber.	Wood.	Pulp wood.	Lard, tallow and lard oil.	Wool.	
Albany .....	\$2,924,479	\$1,722	.....	\$5,880	\$452	.....	.....	
West Troy.....	3,403,329	3,360	\$19,251	19,604	.....	\$82,580	\$1,250	
Waterford .....	550,732	30	.....	360	210	.....	.....	
Total .....	\$6,878,540	\$5,112	\$19,251	\$25,844	\$662	\$82,580	\$1,250	

*Value of all the property left at tide-water from the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD.						
	Flour.	Wheat.	Rye.	Corn.	Barley.	Barley malt.	Oats.
Albany .....	.....	\$64,080	\$30,200	\$192,330	\$24,000	\$8,050	\$22,178
West Troy.....	\$25,349	\$1,837,821	156,912	2,677,439	420,453	70,239	478,403
Waterford .....	.....	.....	.....	.....	.....	.....	.....
Total .....	\$25,349	\$1,901,901	\$187,112	\$2,869,769	\$444,453	\$78,289	\$500,581

*Value of all the property left at tide-water from the canals, etc.—(Continued).*

OFFICES.	AGRICULTURE—VEGETABLE FOOD		ALL OTHER AGRICULTURAL PRODUCTS.		MANUFACTURES.		
	Apples.	Potatoes.	Flax seed.	Hay.	Oil meal and cake.	Pig iron.	Castings and ironware.
Albany .....	.....	\$21,750	.....	\$2,507	.....	\$6,255	.....
West Troy.....	\$19,448	220,177	\$141,292	222,165	\$192,498	465,338	\$8,814
Waterford .....	3,006	48,050	.....	244,244	.....	2,520	.....
Total .....	\$22,454	\$289,977	\$141,292	\$468,916	\$192,498	\$474,113	\$8,814

*Value of all the property left at tide-water from the canals, etc.—(Continued).*

OFFICES.	MANU- FACTURES.	MERCHANDISE.			OTHER ARTICLES.		
		Iron and steel.	Railroad iron.	All other merchandise.	Ice.	Stone, lime and clay.	Rock and super- phosphate.
Albany .....	\$29,218	.....	.....	\$58,090	\$65,988	\$9,958	.....
West Troy.....	782,849	\$15,440	\$990	1,635,840	960,843	246,315	\$5,446
Waterford .....	.....	.....	10,080	1,193,665	64,786	15,767	.....
Total .....	\$812,067	\$15,440	\$11,070	\$2,887,595	\$1,091,617	\$272,040	\$5,446

*Value of all property left at tide-water from the canals, etc.—(Concluded).*

OFFICES.	OTHER ARTICLES.					Total value.
	Anthracite coal.	Bituminous coal.	Petroleum.	Iron ore.	Sundries.	
Albany .....	.....	\$3,391	.....	\$8,389	\$20,100	\$3,499,017
West Troy.....	\$66,428	51,332	\$1,370	353,764	629,400	15,215,739
Waterford .....	.....	.....	.....	114,795	286,491	2,534,736
Total .....	\$66,428	\$54,723	\$1,370	\$476,948	\$935,991	\$21,249,492

*STATEMENT showing the total quantity (in tons of 2,000 pounds) of property cleared at Buffalo during the season of 1900, and the value of the same.*

ARTICLES.	Tons.	Value.
Boards and scantling.....	28,050	\$454,420
Timber .....	12,300	166,050
Staves and heading.....	1,747	69,880
Flour .....	620	25,830
Wheat .....	129,683	3,458,207
Rye .....	10,478	187,000
Corn .....	184,996	2,973,153
Barley .....	53,472	1,336,794
Barley malt.....	4,281	176,264
Oats .....	33,564	545,417
Flaxseed .....	3,766	150,640
Oil meal and cake.....	4,811	192,440
Pig iron .....	25,296	379,439
Sundries .....	1,511	48,156
Iron and steel.....	419	16,760
All other merchandise.....	12,433	2,486,625
Stone, lime and clay.....	2,983	14,917
Total tons and value.....	510,410	\$12,681,992



*STATEMENT showing the total quantity (in tons of 2,000 pounds) of property left at Buffalo during the season of 1900, and the value of the same.*

ARTICLES.	Tons.	Value.
Boards and scantling.....	2,243	\$36,344
Timber .....	1,340	1,809
Wheat .....	311	8,288
Apples .....	3,466	97,640
Dried fruit.....	431	60,379
Hemp .....	288	51,817
Clover and grass seed.....	834	83,425
Hay .....	74	1,110
Domestic spirits.....	91	28,494
Pig iron.....	30	443
Domestic woolens.....	64	64,231
Domestic salt.....	800	8,000
Foreign salt.....	202	4,036
Sugar .....	65,709	7,228,013
Molasses .....	62	6,245
Coffee .....	229	91,570
Iron and steel.....	1,134	45,363
Flint, enamel, crockery and glass ware.	358	178,945
All other merchandise.....	68,845	13,769,117
Stone, lime and clay.....	173,560	867,802
Phosphate .....	17,932	179,318
Anthracite coal.....	467	2,335
Iron ore.....	2,022	62,108
Petroleum .....	874	5,990
Sundries .....	29,703	5,940,605
Total tons and value.....	371,069	\$28,823,427

**STATEMENT** showing the total quantity (in tons of 2,000 pounds) of property cleared at Oswego during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Boards and scantling.....	16,842	\$272,841
Shingles .....	565	13,605
Timber .....	174	2,345
Wood .....	1,142	1,632
Cheese .....	15	3,090
Flour .....	214	8,933
Wheat .....	485	12,941
Corn .....	1,404	22,568
Corn meal.....	2	50
Barley .....	2,400	60,000
Barley malt.....	197	8,110
Apples .....	18	500
Domestic spirits.....	26	8,063
Furniture .....	25	12,500
Bran and ship stuffs.....	3	54
Peas and beans.....	183	3,665
Castings and iron ware.....	2	105
Iron and steel.....	9	370
All other merchandise.....	1,133	226,450
Stone, lime and clay.....	4,779	23,898
Anthracite coal.....	75	375
Sundries .....	769	153,500
Total tons and value.....	30,462	\$835,595

STATEMENT showing the total quantity (in tons of 2,000 pounds) of property left at Oswego during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Boards and scantling.....	1,418	\$48,442
Shingles .....	24	570
Timber .....	1,060	14,310
Wood .....	473	676
Bran and ship stuffs.....	183	3,665
Wheat .....	483	12,880
Flour .....	214	8,932
Corn .....	1,881	30,227
Corn meal.....	2	50
Barley .....	6,674	166,861
Apples .....	18	500
Furniture .....	5	2,625
Domestic spirits.....	10	3,125
Domestic salt.....	189	1,890
Sugar .....	28	3,080
Bloom iron.....	2	80
Castings and iron ware.....	33	1,980
Iron and steel.....	160	6,370
All other merchandise.....	2,287	457,368
Stone, lime and clay.....	5,377	26,826
Anthracite coal.....	4,742	23,708
Oats .....	3	54
Sundries .....	758	151,450
Total tons and value.....	26,024	\$965,669

**STATEMENT** showing the total quantity (in tons of 2,000 pounds) of property cleared on the Black River canal during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Boards and scantling.....	21,661	\$350,906
Timber .....	1,620	21,870
Wood .....	15,764	22,520
Bran and ship stuffs.....	10	200
Apples .....	7	200
Potatoes .....	1,561	26,020
All other merchandise.....	9	1,750
Bituminous coal.....	24,210	121,050
Sundries .....	3	500
Total tons and value.....	64,845	\$545,016

**STATEMENT** showing the total quantity (in tons of 2,000 pounds) of property left on the Black River canal during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Boards and scantling.....	251	\$4,058
Shingles .....	31	729
Timber .....	240	324
Wood .....	325	464
Flour .....	127	5,288
Pork .....	.....	13
Corn .....	794	12,760
Corn meal.....	89	2,038
Oats .....	132	2,137
Bran and ship stuff.....	998	19,966
Apples .....	77	2,174
Domestic spirits.....	11	3,641
Domestic salt.....	476	4,762
Sugar .....	4	440
Railroad iron.....	3	75
Oil meal and cake.....	2	80
Flint, enamel, crockery, etc.....	8	3,625
All other merchandise.....	505	100,962
Stone, lime and clay.....	1,039	5,192
Phosphate .....	20	200
Anthracite coal.....	3,271	16,359
Bituminous coal.....	8,127	40,634
Petroleum .....	7	44
Sundries .....	112	22,480
Total tons and value.....	16,649	\$248,475

**STATEMENT** showing the total quantity (in tons of 2,000 pounds) of property cleared at Geneva on the Cayuga and Seneca canal during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Barley .....	4,631	\$115,774
Barley malt.....	4,185	172,331
Ice .....	1,853	9,265
Domestic salt.....	11,995	119,950
All other merchandise.....	3,988	797,580
Anthracite coal.....	34,231	171,156
Bituminous coal.....	64,608	323,040
Sundries .....	324	51,177
Total tons and value.....	125,815	\$1,760,273

**STATEMENT showing the total quantity (in tons of 2,000 pounds) of property left at Geneva from the Cayuga and Seneca canal during the season of 1900, and the value of the same.**

ARTICLES.	Tons.	Value.
Boards and scantling.....	50	\$810
Wood .....	378	540
Corn .....	3,155	50,712
Barley .....	20,999	524,977
Barley malt.....	8,226	338,727
Pig iron.....	861	12,912
Rye .....	140	2,500
All other merchandise.....	4,569	503,909
Stone, lime and clay.....	4,233	21,163
Anthracite coal.....	25,186	125,933
Bituminous coal.....	10,103	50,512
Sundries .....	422	84,400
<b>Total tons and value.....</b>	<b>78,322</b>	<b>\$1,717,095</b>

**STATEMENT** *showing the total quantity (in tons of 2,000 pounds) of property arriving at tide-water from the Oswego canal during the season of 1900, and the value of the same.*

ARTICLES.	Tons.	Value.
Boards and scantling.....	11,428	\$185,126
Shingles .....	172	4,134
Wheat .....	485	12,941
Barley .....	2,400	60,000
Barley malt.....	197	8,110
Sundries .....	447	89,400
Total tons and value.....	15,129	\$359,711



**STATEMENT** *showing the total quantity (in tons of 2,000 pounds) of property arriving at tide-water from the Black River canal during the season of 1900, and the value of the same.*

ARTICLES.	Tons.	Value.
Boards and scantling.....	14,057	\$227,731
Timber .....	1,320	17,820
Potatoes .....	1,612	26,870
Sundries .....	152	30,420
Total tons and value.....	17,141	\$302,841

ANNUAL STATEMENT showing the total quantity of shipments of each article first cleared on the canal at and the total quantity of shipments of each article left from the canal at Whitehall from the 25th of April to the 1st of December, 1900, going to and coming from Vermont and Canada.

ARTICLES.	QUANTITY CLEARED.			
	Coming from Canada.	Coming from New York.	Coming from Vermont.	Total cleared.
<b>THE FOREST.</b>				
<i>Product of wood:</i>				
Boards and scantling (feet).....	47,657,957	6,521,808	1,544,158	55,723,923
Shingles (M) .....	200	126	.....	326
Timber (cubic feet).....	.....	6,633	.....	6,633
Wood (cords).....	.....	1,508	95	1,603
Pulp-wood (pounds).....	286,189,000	9,200,800	560,000	295,949,800
<b>AGRICULTURE.</b>				
<i>Vegetable food:</i>				
Oats (bushels).....	.....	950	.....	950
Apples (barrels).....	.....	777	5,300	6,077
Potatoes (bushels).....	.....	114,660	12,600	127,260
Hay (pounds).....	39,883,751	7,951,489	4,615,474	52,450,714
<b>MANUFACTURES.</b>				
Pig iron (pounds).....	.....	336,000	.....	336,000
Castings and iron ware (pounds).....	.....	.....	293,828	293,828

MERCHANDISE.				
Mclasses (pounds).....	.....	.....	1,500	1,500
Iron and steel (pounds).....	.....	66,000	.....	66,000
Railroad iron (pounds).....	.....	672,000	.....	672,000
All other merchandise (pounds).....	.....	50,000	.....	50,000
<i>Other articles:</i>				
Stone, lime and clay (pounds).....	.....	224,000	4,878,640	5,102,640
Iron ore (pounds).....	.....	190,008,000	.....	190,008,000
Sundries (pounds).....	5,833,185	90,000	762,400	6,685,585

STATEMENT showing the total quantity of shipments of each article first cleared on the canal, etc.—(Continued).

ARTICLES.	QUANTITY LEFT.			
	Going to Canada.	Going to New York.	Going to Vermont.	Total left.
<b>THE FOREST.</b>				
<i>Product of wood:</i>				
Boards and scantling (feet).....	.....	634,820	91,000	725,820
Wood (cords).....	175	.....	.....	175
<b>MANUFACTURES.</b>				
Pig iron (pounds).....	1,702,400	250,600	.....	1,953,000
Bloom and bar iron (pounds).....	649,600	.....	.....	649,600
Castings and iron ware (pounds).....	660,800	169,501	1,200,640	2,030,941
Domestic salt (pounds).....	.....	254,700	1,127,325	1,382,025
Foreign salt (pounds).....	938,560	.....	631,680	1,570,240
<b>MERCHANDISE.</b>				
Sugar (pounds).....	1,798,000	.....	33,600	1,831,600
Iron and steel (pounds).....	1,207,320	622,720	309,120	2,139,160
All other merchandise.....	9,171,953	1,413,520	6,377,209	16,962,682
<i>Other articles:</i>				
Stone, lime and clay (pounds).....	35,598,165	1,170,800	8,352,720	45,121,685

Anthracite coal (pounds).....	156,018,992	76,092,710	78,548,375	310,660,077
Bituminous coal (pounds).....	30,557,160	31,678,560	34,444,880	96,680,590
Iron ore (pounds).....	.....	7,383,240	.....	7,383,240
Sundries (pounds).....	660,220	.....	123,000	783,220

**STATEMENT** *showing the total quantity (in tons of 2,000 pounds) of property cleared at Whitehall during the season of 1900, and the value of the same.*

ARTICLES.	Tons.	Value.
Boards and scantling.....	92,873	\$1,504,546
Shingles .....	41	978
Timber .....	133	1,791
Wood .....	4,488	6,412
Pulp wood .....	147,975	517,912
Oats .....	15	247
Apples .....	431	12,154
Potatoes .....	3,818	63,630
Hay .....	26,225	393,380
Pig iron.....	168	2,520
Castings and iron ware.....	147	8,815
Railroad iron.....	336	10,080
Iron and steel.....	33	1,320
All other merchandise.....	25	5,000
Stone, lime and clay.....	2,551	12,757
Iron ore .....	95,004	475,020
Sundries .....	3,344	668,634
<b>Total tons and value.....</b>	<b>337,607</b>	<b>\$3,685,196</b>

**STATEMENT** showing the total quantity (in tons of 2,000 pounds) of property left at Whitehall during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Boards and scantling.....	1,210	\$19,597
Wood .....	490	700
Pulp wood.....	90,859	318,006
Pig iron.....	977	14,648
Bloom iron.....	325	12,992
Castings and iron ware.....	1,015	60,928
Domestic salt.....	691	6,910
Foreign salt.....	785	15,702
Sugar .....	916	100,738
Iron and steel.....	1,070	42,783
All other merchandise.....	8,481	1,696,268
Stone, lime and clay.....	22,561	112,804
Anthracite coal.....	155,330	776,650
Bituminous coal.....	48,340	241,701
Iron ore.....	3,692	18,458
Sundries .....	392	78,322
Total tons and value.....	337,134	\$3,517,207

PROPERTY (in tons of 2,000 pounds) that went to New York from the Oswego canal during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Boards and scantling.....	4,845	\$78,484
Wheat .....	485	12,941
Shingles .....	100	2,412
Barley malt.....	197	8,110
Sundries .....	447	89,400
Total tons and value.....	6,074	\$191,347

PROPERTY (in tons of 2,000 pounds) that went to New York from the Black River canal during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Boards and scantling.....	1,812	\$29,357
Timber .....	1,320	17,820
Potatoes .....	958	15,970
Total tons and value.....	4,090	\$63,147



**STATEMENT** showing the total quantity (in tons of 2,000 pounds) of property arriving at tide-water from the Cayuga and Seneca canal during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Domestic salt.....	13,702	\$137,029
Anthracite coal.....	399	1,998
Bituminous coal.....	1,592	7,963
Total tons and value.....	15,693	\$146,990

**PROPERTY** that went to New York from the Cayuga and Seneca canal during the season of 1900, and the value of the same.

ARTICLES.	Tons.	Value.
Domestic salt.....	12,231	\$122,319
Anthracite coal.....	399	1,998
Bituminous coal.....	1,592	7,963
Total tons and value.....	14,222	\$132,280

*The following statement shows the average lake and canal rates on wheat and corn since 1890.*

YEAR.	Freight, Buffalo to New York.	Tolls.	Lake freight.
1890.	c. m. fr.	c. m. fr.	c. m. fr.
Wheat, per bushel.....	3 8 7	Free.	1 9 8
Corn, per bushel.....	3 3 9	Free.	1 6 9
1891.			
Wheat, per bushel.....	3 5 3	Free.	.....
Corn, per bushel.....	3 2 0	Free.	.....
1892.			
Wheat, per bushel.....	3 4 4	Free.	2 2 1
Corn, per bushel.....	3 5 5	Free.	1 9 5
1893.			
Wheat, per bushel.....	4 6 5	.....	1 6 6
Corn, per bushel.....	4 2 8	.....	1 4 5
1894.			
Wheat, per bushel.....	3 1 3	.....	1 2 4
Corn, per bushel.....	2 8 8	.....	1 1 5
1895.			
Wheat, per bushel.....	2 2 0	.....	1 8 0
Corn, per bushel.....	1 9 0	.....	1 7 0
1896.			
Wheat, per bushel.....	3 7 0	.....	1 6 0
Corn, per bushel.....	3 5 0	.....	1 3 0
1897.			
Wheat, per bushel.....	1 8 4	.....	1 2 5
Corn, per bushel.....	2 3 8	.....	1 4 2
1898.			
Wheat, per bushel.....	2 8 7	.....	1 6 9
Corn, per bushel.....	2 3 6	.....	1 5 6

*Average lake and canal rates on wheat and corn, etc.—(Concluded).*

YEAR.	Freight, Buffalo to New York.	Tolls.	Lake freight.
1899.	c. m. fr.	c. m. fr.	c. m. fr.
Wheat, per bushel.....	2 9 2	.....	2 5 0
Corn, per bushel.....	2 5 0	.....	2 4 0
1900.			
Wheat, per bushel.....	2 5 1	.....	1 8 2
Corn, per bushel.....	2 2 2	.....	1 6 5

*Average rate on wheat and corn by lake, from Chicago to Buffalo,  
during the season of 1900.*

	Wheat.	Corn.
May, per bushel.....	1.8	1.6
June, per bushel.....	1.9	1.7
July, per bushel.....	2.1	2.0
August, per bushel.....	1.6	1.5
September, per bushel.....	1.7	1.6
October, per bushel.....	1.7	1.5
November, per bushel.....	2.0	1.8
	12.8	11.7
	c. m. fr.	c. m. fr.
Average .....	1 8 2	1 6 5

*Average rate on wheat and corn by canal, from Buffalo to New  
York, during the season of 1900.*

	Wheat.	Corn.
May, per bushel.....	2.4	2.1
June, per bushel.....	2.2	2.0
July, per bushel.....	2.3	2.1
August, per bushel.....	2.3	2.0

	Wheat.	Corn.
September, per bushel.....	2.2	2.0
October, per bushel.....	2.7	2.4
November, per bushel.....	3.5	3.0
	<hr/> 17.6	<hr/> 15.6
	<hr/> <hr/>	<hr/> <hr/>
	c. m. fr.	c. m. fr.
Average .....	2 5 1	2 2 2
	<hr/> <hr/>	<hr/> <hr/>

*The following statement shows the number of clearances issued at each office during the season 1900:*

Albany .....	1,012
West Troy.....	5,242
Rome .....	614
Syracuse .....	4,727
Rochester .....	2,501
Tonawanda .....	1,972
Buffalo .....	3,430
Waterford .....	3,306
Whitehall .....	2,168
Oswego .....	233
Geneva .....	865
Boonville .....	663
	<hr/>
Total .....	26,733
	<hr/> <hr/>

*Receipts by all routes at New York, May 1 to November 30, 1900.*

	Hudson.	Erie.	Pennsylvania.	D., I. & W.	West Shore.
Flour, barrels.....	433,188	726,315	789,513	167,776	531,364
Meal, barrels.....	561	44,488	70,401	.....	.....
Meal, sacks.....	89,582	45,704	148,288	1,200	.....
Wheat, bushels.....	10,286,925	2,081,250	374,625	1,220,075	3,771,225
Corn, bushels.....	8,437,650	3,282,475	79,950	1,750,125	5,954,350
Oats, bushels.....	6,120,800	3,325,000	250,600	501,200	6,407,800
Barley, bushels.....	709,500	360,800	1,100	116,600	920,700
Rye, bushels.....	179,400	3,900	71,175	1,950	392,925
Malt, bushels.....	775,200	38,400	36,000	51,600	283,200
Peas, bushels.....	118,250	11,550	550	57,750	7,700
Total grain.....	26,627,725	9,103,375	814,000	3,699,300	17,737,900
Flour, bushels.....	1,949,346	3,268,418	3,552,808	754,992	2,391,138
Meal, bushels.....	181,408	269,360	578,180	2,400	.....
Grand total.....	28,758,479	12,641,153	4,944,988	4,456,692	20,129,038
Per cent.....	27.20	11.96	4.68	4.22	19.04

*Receipts by all routes at New York, etc.—(Continued).*

	L. V. R. R.	B & O. R. R.	Various.	Total rail.
Flour, barrels.....	1,020,297	276,658	97,288	4,042,399
Meal, barrels.....	7,870	18,100	414	141,834
Meal, sacks.....	91,036	17,505	21,585	414,900
Wheat, bushels.....	1,966,550	49,950	80,475	19,831,075
Corn, bushels.....	8,221,225	28,275	137,475	27,891,525
Oats, bushels.....	2,496,200	71,400	28,000	19,201,000
Barley, bushels.....	652,300	.....	22,000	2,783,000
Rye, bushels.....	8,775	1,950	7,800	667,875
Malt, bushels.....	160,800	.....	22,800	1,368,000
Peas, bushels.....	94,950	.....	.....	290,750
Total grain.....	13,600,800	151,575	298,550	72,033,225
Flour, bushels.....	4,591,336	1,244,961	437,796	18,190,795
Meal, bushels.....	213,552	107,410	44,826	1,397,136
Grand total.....	18,405,688	1,503,946	781,172	91,621,156
Per cent.....	17.41	1.42	0.74	86.67

*Receipts by all routes at New York, etc.—(Concluded).*

	River and coast.	Canal.	Total water.	Total rail and water.
Flour, barrels.....	58,698	5,357	64,055	4,106,454
Meal, barrels.....	.....	.....	.....	141,834
Meal, sacks.....	525	.....	525	415,425
Wheat, bushels.....	2,434,100	2,350,600	4,784,700	24,615,775
Corn, bushels.....	1,715	6,172,900	6,174,615	34,066,140
Oats, bushels.....	.....	1,845,700	1,845,700	21,046,700
Barley, bushels.....	16,100	610,900	627,000	3,410,000
Rye, bushels.....	.....	297,000	297,000	964,875
Malt, bushels.....	.....	74,000	74,000	1,442,000
Peas, bushels.....	2,200	.....	2,200	292,950
Total grain.....	2,454,115	11,351,100	13,805,215	85,838,440
Flour, bushels.....	264,141	24,107	288,248	18,479,043
Meal, bushels.....	1,050	.....	1,050	1,398,186
Grand total.....	2,719,306	11,375,207	14,094,513	105,715,669
Per cent.....	2.57	10.76	13.33	100.00

*Receipts by all routes at New York, January 1 to December 31, 1900.*

	Hudson.	Erie.	Pennsylvania.	D., L. & W.	West Shore.
Flour, barrels.....	807,071	1,124,139	1,244,609	254,535	906,889
Meal, barrels.....	843	75,658	112,120	.....	.....
Meal, sacks.....	132,637	65,098	230,333	2,450	.....
Wheat, bushels.....	12,167,700	3,479,825	480,225	2,394,875	4,655,950
Corn, bushels.....	11,539,125	4,822,000	444,600	2,851,875	8,909,575
Oats, bushels.....	9,302,800	5,866,900	361,100	2,379,000	8,130,000
Barley, bushels.....	1,647,225	814,750	144,375	398,400	2,108,575
Rye, bushels.....	222,600	89,500	91,925	1,950	510,200
Malt, bushels.....	1,407,600	42,000	128,400	105,600	369,600
Peas, bushels.....	203,500	25,300	2,200	87,450	8,800
Total grain.....	36,490,550	15,140,275	1,652,825	8,219,150	24,692,700
Flour, bushels.....	3,631,819	5,058,626	5,600,740	1,145,408	4,081,001
Meal, bushels.....	268,646	432,828	909,146	4,900	.....
Grand total.....	40,391,015	20,631,729	8,102,711	9,369,458	28,773,701
Per cent.....	25.90	13.23	5.24	6.01	18.45



*Receipts by all routes at New York, etc.—(Continued).*

	L. V. R. R.	B. & O. R. R.	Various.	Total rail.
Flour, barrels.....	1,844,407	476,985	158,257	6,816,892
Meal, barrels.....	9,574	25,720	1,328	225,243
Meal, sacks.....	136,842	32,359	41,296	641,015
Wheat, bushels.....	3,167,475	68,450	135,525	26,550,025
Corn, bushels.....	11,870,650	31,200	405,600	40,874,625
Oats, bushels.....	4,855,700	72,800	72,700	31,041,000
Barley, bushels.....	953,775	.....	66,000	6,133,100
Rye, bushels.....	41,400	1,950	10,200	969,725
Malt, bushels.....	210,000	.....	25,200	2,288,400
Peas, bushels.....	147,200	.....	.....	474,450
Total grain.....	21,246,200	174,400	715,225	108,331,325
Flour, bushels.....	8,299,831	2,146,432	712,157	30,676,014
Meal, bushels.....	311,980	167,598	87,904	2,183,002
Grand total.....	29,858,011	2,488,430	1,515,286	141,190,341
Per cent.....	19.15	1.60	0.97	90.55

*Receipts by all routes at New York, etc.—(Concluded).*

	River and coast.	Canal.	Total water.	Total rail and water.
Flour, barrels.....	73,238	5,357	78,595	6,895,487
Meal, barrels.....	57	.....	57	225,300
Meal, sacks.....	925	.....	925	641,940
Wheat, bushels.....	2,818,100	2,444,700	5,262,800	31,812,825
Corn, bushels.....	4,260	6,199,100	6,203,360	47,077,985
Oats, bushels.....	.....	1,896,700	1,896,700	32,937,700
Barley, bushels.....	29,300	610,900	640,200	6,773,300
Rye, bushels.....	.....	297,000	297,000	1,266,725
Malt, bushels.....	.....	74,000	74,000	2,362,400
Peas, bushels.....	6,300	.....	6,300	480,750
Total grain.....	2,857,960	11,522,400	14,380,360	122,711,685
Flour, bushels.....	329,571	24,106	353,677	31,029,691
Meal, bushels.....	2,078	.....	2,078	2,185,080
Grand total.....	3,189,609	11,546,506	14,736,115	155,926,456
Per cent.....	2.05	7.40	9.45	100.00

*The following table shows the separate tonnage of the New York Central, the Erie Railway and the canals each year since 1853.*

YEARS.	New York Central.	Erie.	Canals.	Total.
1853	360,000	631,039	4,247,853	5,238,892
1854	549,804	743,250	4,165,862	5,458,916
1855	670,073	842,048	4,022,617	5,534,738
1856	776,112	943,215	4,116,084	5,835,409
1857	838,791	978,066	3,344,061	5,160,918
1858	765,407	816,954	3,665,192	5,247,553
1859	834,319	869,073	3,781,684	5,485,076
1860	1,028,183	1,139,554	4,650,214	6,817,951
1861	1,167,302	1,253,418	4,507,635	6,928,355
1862	1,387,433	1,632,955	5,598,785	8,619,173
1863	1,449,604	1,815,096	5,557,692	8,822,392
1864	1,557,148	2,170,798	4,852,941	8,580,887
1865	1,275,299	2,234,350	4,729,654	8,239,303
1866	1,602,197	3,242,792	5,775,220	10,620,209
1867	1,667,926	3,484,546	5,688,325	10,840,797
1868	1,846,599	3,908,243	6,442,225	12,197,067
1869	2,281,885	4,312,209	5,859,080	12,453,174
1870	4,122,000	4,852,505	6,173,769	15,148,274

*Separate tonnage of the New York Central, the Erie Railway and the canals, etc.—(Continued).*

YEARS.	New York Central.	Erie.	Canals.	Total.
1871	4,532,956	4,844,208	6,467,888	15,844,152
1872	4,393,965	5,564,274	6,673,370	16,631,609
1873	5,522,724	6,312,702	6,364,782	18,200,208
1874	6,114,678	6,364,276	5,804,588	18,283,542
1875	6,001,954	6,239,946	4,859,858	17,101,758
1876	6,803,680	5,972,818	4,172,129	16,948,627
1877	6,351,356	6,182,451	4,955,963	17,489,770
1878	7,695,413	6,150,568	5,171,320	19,017,301
1879	9,015,753	8,212,641	5,362,372	22,590,766
1880	10,533,038	8,715,892	6,457,556	25,706,486
1881	11,591,379	11,086,823	5,179,192	27,857,394
1882	11,330,393	11,895,238	5,467,423	28,693,054
1883	10,892,440	13,610,623	5,664,956	30,168,019
1884	10,212,418	11,071,938	5,009,488	26,293,844
1885	10,733,499	10,253,489	4,731,784	25,718,772
1886	12,636,485	18,668,238	5,293,982	36,598,705
1887	14,531,726	13,949,260	5,553,805	34,034,791
1888	15,162,812	15,174,009	4,942,948	35,279,769
1889	15,011,541	14,084,132	5,370,369	34,466,042

1890	.....	16,108,441	16,269,656	5,246,102	37,624,199
1891	.....	16,621,576	17,339,140	4,563,472	38,524,188
1892	.....	20,721,752	18,334,716	4,281,995	43,338,463
1893	.....	21,312,072	17,309,198	4,331,963	42,953,233
1894	.....	18,728,592	15,305,260	3,882,560	37,916,412
1895	.....	19,741,495	12,928,530	3,500,314	36,170,339
1896	.....	22,123,617	22,562,243	3,714,894	48,400,754
1897	.....	20,649,810	19,443,898	3,617,804	43,711,512
1898	.....	23,403,439	22,547,529	3,360,063	49,311,031
1899	.....	25,356,474	22,660,236	3,686,051	51,702,761
1900	.....	37,586,496	24,501,104	3,345,941	65,433,541

*The following table shows the losses or gains in the tonnage of the New York Central, the Erie Railway and the canals each year since 1853, comparison being made with previous year.*

YEAR.	N. Y. CENTRAL.		ERIE.		CANALS.	
	Gain.	Loss.	Gain.	Loss.	Gain.	Loss.
1854 .....	189,804	.....	112,211	.....	.....	81,991
1855 .....	120,269	.....	19,798	.....	.....	143,245
1856 .....	106,039	.....	101,167	.....	93,456	.....
1857 .....	62,679	.....	34,851	.....	.....	772,021
1858 .....	.....	73,284	.....	161,112	321,131	.....
1859 .....	68,912	.....	53,119	.....	116,492	.....
1860 .....	193,864	.....	270,481	.....	868,530	.....
1861 .....	139,119	.....	113,864	.....	.....	142,579
1862 .....	220,131	.....	379,537	.....	1,091,150	.....
1863 .....	62,171	.....	182,141	.....	.....	41,093
1864 .....	107,544	.....	355,702	.....	.....	704,751
1865 .....	.....	281,849	63,552	.....	.....	123,287
1866 .....	326,898	.....	1,008,442	.....	1,045,566	.....
1867 .....	65,729	.....	241,754	.....	.....	86,895
1868 .....	178,673	.....	423,697	.....	753,900	.....
1869 .....	435,286	.....	403,966	.....	.....	583,145

1870	1,840,115	.....	540,296	.....	314,689	.....
1871	410,056	.....	.....	8,297	294,119	.....
1872	.....	138,091	720,066	.....	205,482	.....
1873	1,128,759	.....	748,430	.....	.....	308,588
1874	591,954	.....	51,574	.....	.....	560,194
1875	.....	112,724	.....	124,330	.....	944,730
1876	801,726	.....	.....	267,128	.....	687,729
1877	.....	452,324	209,633	.....	783,834	.....
1878	1,344,057	.....	.....	31,833	215,357	.....
1879	1,320,340	.....	2,062,073	.....	191,052	.....
1880	1,517,285	.....	503,251	.....	1,095,284	.....
1881	1,058,341	.....	2,370,931	.....	.....	1,278,464
1882	.....	260,986	808,415	.....	228,231	.....
1883	.....	437,953	1,715,385	.....	196,633	.....
1884	.....	680,022	2,608,975	.....	.....	654,568
1885	521,081	.....	.....	818,449	.....	277,704
1886	1,902,936	.....	8,414,750	.....	562,198	.....
1887	1,895,291	.....	.....	4,718,978	259,823	.....
1888	631,086	.....	1,224,749	.....	.....	610,857
1889	.....	151,271	.....	89,877	427,421	.....
1890	1,096,900	.....	1,185,524	.....	.....	124,267
1891	513,126	.....	1,069,884	.....	.....	682,530
1892	4,100,176	.....	995,576	.....	.....	281,477
1893	590,220	.....	.....	1,025,518	49,968	.....
1894	.....	2,583,480	.....	2,003,938	.....	449,403
1895	1,012,903	.....	.....	2,376,730	.....	382,246
1896	2,382,122	.....	9,633,712	.....	214,580	.....

*Table showing the losses or gains in the tonnage of the New York Central, the Erie Railway and the canals, etc.—(Concluded).*

YEAR.	N. Y. CENTRAL.		ERIE.		CANALS.	
	Gain.	Loss.	Gain.	Loss.	Gain.	Loss.
1897 .....	.....	1,473,807	.....	3,118,345	.....	97,090
1898 .....	2,753,629	.....	3,103,631	.....	.....	257,741
1899 .....	1,953,035	.....	112,707	.....	325,988	.....
1900 .....	12,230,022	.....	1,840,868	.....	.....	340,110



*The total tons coming to tide-water for each of the sixty-three years, and the aggregate value thereof, in market, was as follows :*

	Tons.	Value.
1838 .....	640,481	\$23,038,510
1839 .....	602,128	20,163,190
1840 .....	699,012	23,213,573
1841 .....	774,334	27,225,322
1842 .....	666,626	22,751,013
1843 .....	836,861	28,453,408
1844 .....	1,019,094	34,183,167
1845 .....	1,204,943	45,452,321
1846 .....	1,362,319	51,105,256
1847 .....	1,744,283	73,092,414
1848 .....	1,447,905	50,883,907
1849 .....	1,579,946	52,375,521
1850 .....	2,033,863	55,474,637
1851 .....	1,977,151	53,927,508
1852 .....	2,234,822	66,893,102
1853 .....	2,505,797	73,688,044
1854 .....	2,223,743	72,120,681
1855 .....	1,890,593	74,177,937
1856 .....	2,123,469	74,286,735
1857 .....	1,617,187	51,190,018
1858 .....	1,985,142	61,536,061
1859 .....	2,121,672	43,175,312
1860 .....	2,854,877	78,798,617
1861 .....	2,980,144	81,432,759
1862 .....	3,402,709	111,176,568
1863 .....	3,274,727	123,173,294
1864 .....	2,805,257	145,609,202
1865 .....	2,730,181	113,865,846
1866 .....	3,305,607	131,801,477
1867 .....	3,029,695	120,902,834
1868 .....	3,240,806	136,446,582
1869 .....	3,096,142	144,866,060
1870 .....	3,156,302	105,517,020
1871 .....	3,494,801	106,874,570
1872 .....	3,647,944	107,086,362
1873 .....	3,376,649	97,869,497
1874 .....	3,123,112	107,976,476
1875 .....	2,608,777	89,447,518
1876 .....	2,426,182	73,893,878

*Total tons coming to tide-water, etc.—(Concluded).*

	Tons.	Value.
1877 .....	2,986,812	\$76,787,713
1878 .....	3,637,101	78,563,710
1879 .....	3,286,176	96,992,498
1880 .....	4,067,402	143,572,991
1881 .....	3,065,839	68,785,451
1882 .....	3,068,152	74,303,139
1883 .....	2,892,176	66,219,034
1884 .....	2,900,788	66,718,124
1885 .....	2,715,219	55,130,473
1886 .....	3,215,177	67,517,864
1887 .....	3,158,923	71,755,221
1888 .....	2,584,661	58,801,038
1889 .....	2,623,836	62,780,410
1890 .....	3,024,765	62,920,266
1891 .....	2,286,855	57,340,280
1892 .....	2,336,519	73,698,295
1893 .....	2,565,845	77,217,815
1894 .....	2,256,895	51,740,449
1895 .....	1,603,745	34,122,010
1896 .....	2,073,378	41,985,498
1897 .....	1,878,218	30,493,208
1898 .....	1,609,472	27,272,655
1899 .....	1,665,217	28,019,204
1900 .....	1,340,631	21,249,492

*The tons of the total movement of articles on all the canals, from 1837 to 1900, both years inclusive, were as follows:*

YEAR.	Product of the forest.	Agriculture.	Manufactures.	Merchandise.	Other articles.	Total.
1837.....	618,741	208,043	81,735	94,777	168,000	1,171,296
1838.....	665,089	255,227	101,526	124,290	186,879	1,333,011
1839.....	667,581	266,052	111,968	132,296	257,826	1,435,713
1840, Genesee Valley canal opened.....	587,647	393,780	100,367	112,021	222,231	1,416,046
1841.....	645,548	391,905	127,896	141,054	215,258	1,521,661
1842.....	504,597	401,276	98,968	101,446	130,644	1,236,931
1843.....	687,184	455,797	124,277	119,209	126,972	1,513,439
1844.....	864,373	509,387	144,245	141,930	156,651	1,816,586
1845.....	881,774	555,160	160,638	151,450	228,543	1,977,565
1846.....	916,976	814,258	149,006	169,799	218,623	2,268,662
1847.....	1,086,056	1,092,946	176,448	224,890	287,812	2,869,810
1848.....	1,086,080	913,824	202,781	261,458	331,287	2,796,230
1849.....	1,104,940	1,020,259	203,990	255,455	310,088	2,894,732
1850.....	1,261,991	965,619	200,218	269,370	379,419	3,076,617
1851.....	1,393,698	1,125,264	222,529	365,404	476,838	3,582,733
1852.....	1,586,080	1,213,357	207,955	420,295	435,754	3,863,441

*The tons of the total movement of articles on all the canals, etc.—(Continued).*

YEAR.	Product of the forest.	Agriculture.	Manufactures.	Merchandise.	Other articles.	Total.
1853.	1,821,525	1,150,924	230,036	458,327	587,041	4,247,853
1854.	1,768,745	992,830	258,021	406,022	740,235	4,165,862
1855.	1,534,934	1,047,344	281,873	374,402	784,064	4,022,617
1856.	1,478,664	1,192,673	284,901	370,768	789,076	4,116,082
1857.	1,364,002	767,370	232,803	222,954	756,932	3,344,061
1858.	1,232,968	1,279,891	295,903	188,441	667,989	3,665,192
1859.	1,542,035	816,784	299,421	211,182	912,262	3,781,684
1860.	1,509,977	1,682,754	268,759	250,360	938,364	4,650,214
1861.	1,052,392	2,144,373	280,256	135,096	895,518	4,507,635
1862.	1,569,674	2,494,036	364,877	167,927	1,002,271	5,598,785
1863.	1,628,688	2,236,075	319,432	172,278	1,201,219	5,557,692
1864.	1,478,921	1,572,836	282,354	143,984	1,374,846	4,852,941
1865.	1,467,315	1,696,091	281,832	154,968	1,129,448	4,729,654
1866.	1,769,904	1,786,060	302,241	179,878	1,737,047	5,776,220
1867.	1,744,252	1,438,517	320,844	319,890	1,964,832	5,688,325
1868.	1,958,309	1,442,147	373,662	324,064	2,344,443	6,442,225
1869.	1,855,930	1,314,071	342,239	268,970	2,077,870	5,859,080
1870.	1,916,511	1,309,153	352,497	271,856	2,323,752	6,173,769

1871.....	1,941,297	1,863,868	336,288	288,428	2,038,007	6,467,888
1872.....	1,950,798	1,683,962	325,564	298,758	2,414,288	6,673,370
1873.....	1,582,072	1,750,418	267,820	172,990	2,591,482	6,364,782
1874.....	1,482,753	1,772,583	246,697	132,181	2,170,374	5,804,588
1875.....	1,250,546	1,311,613	275,731	110,141	1,911,827	4,859,858
1876.....	1,175,313	1,067,497	180,201	64,943	1,684,175	4,172,129
1877.....	1,312,526	1,522,317	184,218	83,010	1,853,892	4,955,963
1878.....	1,364,120	1,921,236	220,063	138,064	1,527,837	5,171,320
1879.....	1,368,849	1,850,347	255,303	237,071	1,650,802	5,362,372
1880.....	1,566,764	2,408,358	278,114	355,165	1,849,255	6,457,656
1881.....	1,652,543	1,171,400	250,961	325,775	1,778,513	5,179,192
1882.....	1,771,743	1,173,257	187,535	283,174	2,051,714	5,467,423
1883.....	1,828,643	1,394,581	242,649	310,844	1,887,339	5,664,056
1884.....	1,671,706	1,264,237	205,013	300,480	1,568,052	5,009,488
1885.....	1,595,632	1,108,711	194,714	220,237	1,612,490	4,731,784
1886.....	1,523,496	1,537,331	165,760	397,249	1,670,146	5,293,982
1887.....	1,529,809	1,590,509	212,216	378,734	1,842,537	5,553,805
1888.....	1,389,728	1,177,587	153,905	206,437	2,015,291	4,942,948
1889.....	1,567,311	1,330,231	161,074	262,818	2,048,935	5,370,369
1890.....	1,397,862	1,201,916	139,310	769,672	1,737,342	5,246,102
1891.....	1,206,986	1,171,192	109,387	250,083	1,825,824	4,563,472
1892.....	1,249,381	1,038,851	125,781	292,468	1,575,514	4,281,995
1893.....	1,030,604	1,544,146	66,892	216,013	1,474,308	4,331,963

*The tons of the total movement of articles on all the canals, etc.—(Concluded).*

YEAR.	Product of the forest.	Agriculture.	Manufactures.	Merchandise.	Other articles.	Total.
1894.....	872,601	1,412,142	87,241	352,741	1,157,835	3,882,560
1895.....	974,870	644,009	133,911	251,537	1,495,987	3,500,314
1896.....	852,467	1,136,665	152,322	270,603	1,302,837	3,714,894
1897.....	896,971	789,783	152,388	250,872	1,527,790	3,617,804
1898.....	820,668	707,855	175,632	220,107	1,435,801	3,360,063
1899.....	838,449	620,908	159,413	260,063	1,807,218	3,686,051
1900.....	726,984	511,518	142,784	250,436	1,714,219	3,345,941

*Total tons of each class of articles which came to the Hudson river from the Erie and Champlain canals, from 1837 to 1900, both inclusive, were as follows:*

YEAR.	Product of the forest.	Agriculture.	Manufactures	Merchandise	Other articles.	Total tons.
1837.....	385,017	151,469	10,124	394	64,777	611,781
1838.....	400,877	182,142	8,487	298	48,677	640,481
1839.....	377,720	163,785	8,565	499	51,559	602,128
1840.....	321,709	302,356	8,665	104	36,178	669,012
1841.....	449,095	270,240	17,891	155	36,953	774,334
1842.....	321,480	293,177	16,015	185	35,769	666,626
1843.....	416,173	346,140	29,493	201	44,854	836,861
1844.....	545,202	383,363	39,957	246	62,627	1,031,395
1845.....	607,930	447,627	49,812	253	99,321	1,204,943
1846.....	603,010	628,454	46,076	1,797	82,982	1,362,319
1847.....	666,113	897,717	51,532	4,831	124,090	1,744,283
1848.....	693,272	685,896	44,867	6,343	107,527	1,447,905
1849.....	665,547	769,600	44,288	5,873	94,638	1,579,949
1850.....	947,768	926,048	39,669	7,105	113,273	2,033,863
1851.....	913,268	891,420	52,302	4,580	115,581	1,977,151
1852.....	1,064,677	989,268	47,512	10,605	122,760	2,234,822
1853.....	1,340,261	932,189	52,817	12,633	167,897	2,505,797
1854.....	1,103,018	846,447	40,082	14,632	219,564	2,223,743
1855.....	877,805	782,604	44,844	15,559	174,781	1,895,593
1856.....	858,771	1,023,417	50,454	14,073	176,754	2,123,469
1857.....	798,986	561,894	55,611	16,987	183,709	1,617,187

*Total tons of each class of articles which came to the Hudson river from Erie and Champlain canals, etc.—(Conc'd).*

YEAR.	Product of the forest.	Agriculture.	Manufactures.	Merchandise.	Other articles.	Total tons.
1858.	817,613	929,789	74,981	15,233	147,526	1,985,142
1859.	1,123,607	610,317	63,079	15,804	308,865	2,121,672
1860.	1,137,873	1,373,393	66,969	11,235	265,407	2,824,877
1861.	690,586	1,934,247	43,074	8,405	303,832	2,980,144
1862.	968,062	2,152,159	45,502	5,470	231,516	3,402,709
1863.	1,049,559	1,898,253	56,268	5,123	265,524	3,274,727
1864.	1,106,148	1,320,562	79,480	3,469	295,598	2,805,257
1865.	1,051,616	1,379,331	58,211	4,302	236,721	2,730,181
1866.	1,329,884	1,542,035	60,180	6,372	367,136	3,305,607
1867.	1,359,287	1,143,712	77,250	5,196	444,250	2,029,695
1868.	1,456,353	1,229,554	89,814	5,058	453,370	3,237,149
1869.	1,453,419	1,087,105	84,623	4,122	465,873	3,096,142
1870.	1,465,517	1,049,586	91,166	12,118	537,915	3,156,302
1871.	1,347,979	1,571,754	94,911	7,603	473,554	3,495,801
1872.	1,467,865	1,490,248	80,936	7,672	601,223	3,647,944
1873.	1,308,471	1,421,469	46,421	12,091	588,197	3,376,649
1874.	1,192,681	1,470,872	49,426	12,905	497,228	3,223,112
1875.	813,275	1,175,495	70,209	8,341	541,457	2,608,777
1876.	890,725	906,483	44,268	4,364	580,342	2,426,182
1877.	978,366	1,362,700	53,545	5,341	586,860	2,986,812
1878.	1,120,666	1,833,266	56,108	7,367	619,694	3,637,101
1879.	1,043,970	1,710,539	46,928	15,299	469,440	3,286,176



1880.....	1,202,207	2,090,283	39,397	80,264	705,251	4,067,402
1881.....	1,367,938	1,165,347	53,013	15,466	464,085	3,065,839
1882.....	1,397,816	1,024,318	61,876	24,154	559,988	3,068,152
1883.....	1,403,174	1,234,463	47,910	27,798	449,152	3,162,497
1884.....	1,097,450	1,054,041	56,899	45,538	377,259	2,631,190
1885.....	1,284,213	949,870	61,912	48,185	371,039	2,715,219
1886.....	1,202,190	1,400,301	50,704	65,988	495,708	3,215,177
1887.....	1,206,279	1,412,166	52,566	21,710	466,202	3,158,923
1888.....	1,074,279	972,746	73,027	20,364	444,245	2,584,661
1889.....	1,065,747	976,660	75,250	16,428	489,751	2,623,836
1890.....	1,086,408	901,407	65,098	524,179	447,673	3,024,765
1891.....	817,228	980,612	51,524	53,924	383,549	2,286,855
1892.....	997,436	865,958	71,380	53,946	347,799	2,366,519
1893.....	784,052	1,384,103	37,972	46,526	313,192	2,565,845
1894.....	676,155	1,189,935	58,646	103,430	228,729	2,256,895
1895.....	649,605	442,595	96,356	40,306	374,883	1,603,745
1896.....	603,545	963,253	84,605	35,107	386,868	2,073,378
1897.....	634,618	633,753	108,871	32,830	486,146	1,878,218
1898.....	527,830	552,054	94,465	27,239	342,985	1,544,573
1899.....	584,668	465,266	114,659	17,771	482,853	1,665,217
1900.....	444,719	369,984	112,960	15,193	397,775	1,340,631

The tonnage of the canals for the season of 1900 was composed of the following described class of articles:

	Tons.
Product of the forest.....	726,984
Agriculture .....	511,518
Manufacture .....	142,784
Merchandise .....	250,436
Other articles.....	1,714,219
	<hr/>
Total tons.....	3,345,941
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Of this amount:

	Tons.
Erie canal carried.....	2,145,876
Champlain canal carried.....	972,867
Black River canal carried.....	65,330
Cayuga and Seneca canal carried.....	130,126
Oswego canal carried.....	31,742
	<hr/>
Total tons.....	3,345,941
	<hr/> <hr/>

*Exports of flour, wheat and corn from New York, Baltimore, Philadelphia, Boston, New Orleans and Montreal and the percentage of the exports from each port.*

	Flour, barrels.	Wheat, bushels.	Corn, bushels.	PERCENTAGE OF TOTAL EXPORTS AT PLACES NAMED.		
	1880.	1880.	1880.	Flour.	Wheat.	Corn.
New York.....	4,215,415	61,909,929	49,875,430	56.2	49.3	43.9
Boston.....	1,105,473	3,513,817	11,454,256	14.7	02.8	10.0
Philadelphia.....	288,656	12,342,492	18,172,396	03.8	09.9	16.0
Baltimore.....	525,985	33,678,376	15,244,895	07.0	26.8	13.4
Montreal.....	729,007	9,084,266	7,622,161	09.9	07.1	06.8
New Orleans.....	626,418	5,169,497	11,177,045	08.4	04.1	09.9
Total.....	7,500,950	125,698,377	113,546,183			
During the year 1880 the canals carried through freight going east.....	17,166	29,285,366	39,154,785	00.2	23.2	34.4
New York.....	4,507,052	41,788,708	31,614,480	59.9	48.2	42.7
Boston.....	1,109,583	3,081,232	8,038,627	14.8	03.6	10.8
Philadelphia.....	190,842	8,860,522	6,799,457	02.5	10.2	09.2

*Exports of flour, wheat and corn from New York, etc.—(Continued)*

	Flour, barrels.	Wheat, bushels.	Corn, bushels.	PERCENTAGE OF TOTAL EXPORTS AT PLACES NAMED.		
				Flour.	Wheat.	Corn.
Baltimore .....	1881. 437,701	1881. 19,682,935	1881. 12,650,303	05.8	22.7	17.2
Montreal .....	632,821	6,554,622	3,359,084	08.4	07.6	04.5
New Orleans .....	642,460	6,707,982	11,508,685	08.6	07.7	15.6
Total .....	7,520,459	86,676,001	73,970,636			
During the year 1881 the canals carried through freight going east .....	.....	12,146,166	15,056,571	.....	14.0	20.3
New York .....	1882. 4,619,499	1882. 37,020,103	1882. 9,012,373	55.5	50.8	50.7
Boston .....	1,468,146	2,843,058	2,100,503	17.6	04.0	11.8
Philadelphia .....	246,147	5,759,947	839,024	02.9	07.9	04.8
Baltimore .....	490,734	17,465,976	1,126,055	05.9	23.8	06.4

Montreal .....	775,862	6,913,290	672,850	09.3	09.5	03.7
New Orleans .....	729,749	2,890,698	4,024,325	08.8	04.0	22.6
Total .....	8,330,137	72,898,072	17,775,130			
During the year 1882 the canals carried						
through freight going east .....	.....	18,901,666	7,270,607	.....	25.9	40.9
New York .....						
Boston .....	4,330,146	20,049,200	22,222,754	56.3	43.6	44.5
Philadelphia .....	1,766,172	694,384	4,634,509	22.9	01.5	09.3
Baltimore .....	362,877	4,372,777	5,435,642	4.7	09.5	10.9
Montreal .....	441,477	15,245,868	10,012,247	5.7	33.1	20.1
New Orleans .....	776,242	5,008,167	4,530,731	10.1	10.9	9.1
Total .....	22,061	651,430	3,061,224	.3	1.4	6.1
During the year 1883 the canals carried						
through freight going east .....	.....	16,466,633	16,799,321	.....	35.7	33.6

## Exports of flour, wheat and corn from New York, etc.—(Continued).

	Flour, barrels.	Wheat, bushels.	Corn, bushels.	PERCENTAGE OF TOTAL EXPORTS AT PLACES NAMED.		
				Flour.	Wheat.	Corn.
New York.....	1884. 3,907,021	1884. 28,687,362	1884. 11,862,158	51.6	49.4	38.5
Boston.....	2,173,842	1,692,081	4,247,071	28.7	02.9	13.8
Philadelphia.....	203,460	5,775,658	1,610,392	02.6	09.9	05.2
Baltimore.....	444,249	16,524,524	5,651,605	05.9	28.4	18.3
Montreal.....	844,019	3,967,457	3,316,053	11.2	06.9	10.8
New Orleans.....	Not reported.	1,405,219	4,089,507	.....	0.25	13.4
Total.....	7,572,591	58,052,301	30,776,786			
During the year 1884 the canals carried through freight going east.....	213	24,322,200	5,638,357	.....	.....	.....
New York.....	1885. 3,763,029	1885. 16,286,800	1885. 26,259,328	45.7	54.9	43.8
Boston.....	1,972,326	1,062,293	3,647,244	23.9	3.5	6.1
Philadelphia.....	695,287	3,369,915	6,028,564	8.4	11.1	10.1

Baltimore.....	1,093,098	4,575,262	13,752,196	13.3	15.1	22.3
New Orleans.....	25,158	96,930	7,825,641	0.3	0.3	13.1
Montreal.....	679,426	4,221,283	2,378,827	8.4	15.1	4.0
Total.....	8,228,319	29,612,483	59,891,800	100.0	100.0	100.0
During the season of 1885 the canals carried through freight going east....	296	16,379,100	10,883,500	.....	55.3	.....

	1890.	1890.	1890.			
New York.....	3,417,399	12,549,946	24,550,165	.....	.....	.....
Boston.....	1,289,197	497,889	4,590,085	.....	.....	.....
Philadelphia.....	844,480	699,274	16,844,797	.....	.....	.....
Baltimore.....	2,624,282	4,817,614	18,854,951	.....	.....	.....
Montreal.....	824,952	2,243,666	4,970,236	.....	.....	.....
Total.....	9,000,210	20,808,389	69,780,234			

	1891.	1891.	1891.			
New York.....	3,978,076	46,514,096	12,819,911	.....	.....	.....
Boston.....	1,560,673	2,196,782	3,946,411	.....	.....	.....
Philadelphia.....	1,156,342	6,876,608	2,782,678	.....	.....	.....

*Exports of flour, wheat and corn from New York, etc.—(Continued).*

	PERCENTAGE OF TOTAL EXPORTS AT PLACES NAMED.			
	Flour, barrels.	Wheat, bushels.	Corn, bushels.	
	1891.	1891.	1891.	
Baltimore.....	2,703,715	16,073,292	4,096,234	.....
Montreal.....	795,452	6,230,224	2,252,662	.....
New Orleans.....	52,015	10,336,496	1,912,173	.....
Total.....	10,246,273	88,227,498	27,810,069	
	1892.	1892.	1892.	
New York.....	6,034,260	45,259,966	18,293,353	.....
Boston.....	2,090,720	6,375,123	2,811,277	.....
Philadelphia.....	1,843,647	9,994,024	19,454,590	.....
Baltimore.....	3,661,643	16,661,559	18,995,907	.....
Montreal.....	601,243	8,379,562	1,763,854	.....
New Orleans.....	227,432	14,207,443	7,380,678	.....
Total.....	14,458,925	100,877,677	68,699,659	



New York.....	1893. 6,032,903	1896. 38,047,932	1893. 12,802,039	.....	.....	.....
Boston .....	1,856,471	3,934,125	5,505,966	.....	.....	.....
Philadelphia .....	1,376,434	5,657,398	3,985,406	.....	.....	.....
Baltimore .....	3,331,374	13,048,702	7,486,403	.....	.....	.....
Montreal, to November 1 only.....	414,522	6,504,176	9,047,524	.....	.....	.....
<b>Total.....</b>	<b>13,010,704</b>	<b>67,192,333</b>	<b>38,827,338</b>			
New York.....	1894. 5,814,657	1894. 21,612,790	1894. 10,329,787	.....	.....	.....
Boston .....	1,887,272	3,519,250	3,808,243	.....	.....	.....
Philadelphia .....	1,106,656	3,792,700	2,408,546	.....	.....	.....
Baltimore .....	2,725,321	7,875,548	7,064,799	.....	.....	.....
Montreal .....	654,192	5,502,128	2,104,912	.....	.....	.....
<b>Total.....</b>	<b>12,188,098</b>	<b>42,302,416</b>	<b>25,716,287</b>			
New York.....	1895. 4,009,157	1895. 18,348,193	1895. 17,891,140	.....	.....	.....
Boston .....	1,144,006	4,224,773	5,117,436	.....	.....	.....
Philadelphia .....	848,220	1,521,226	2,624,404	.....	.....	.....
Baltimore .....	2,315,196	3,880,536	7,252,590	.....	.....	.....
Montreal .....	1,341,752	3,827,201	2,462,306	.....	.....	.....
<b>Total.....</b>	<b>9,958,331</b>	<b>31,801,929</b>	<b>35,347,876</b>			

*Exports of flour, wheat and corn from New York, etc.—(Concluded).*

	Flour, barrels.	Wheat, bushels.	Corn, bushels.	PERCENTAGE OF TOTAL EXPORTS AT PLACES NAMED.		
				Flour.	Wheat.	Corn.
	1896.	1896.	1896.			
New York.....	4,817,439	18,476,263	19,160,190	.....	.....	.....
Boston.....	1,457,526	9,838,955	5,893,209	.....	.....	.....
Philadelphia.....	654,128	4,863,886	829,376	.....	.....	.....
Baltimore.....	3,065,845	6,589,856	26,382,182	.....	.....	.....
Montreal.....	772,126	7,027,058	6,778,896	.....	.....	.....
Total.....	10,767,064	46,796,018	58,983,853			
	1897.	1897.	1897.			
New York.....	4,699,767	25,085,896	33,206,509	.....	.....	.....
Boston.....	1,208,731	9,592,108	9,424,644	.....	.....	.....
Philadelphia.....	815,181	4,801,606	25,140,487	.....	.....	.....
Baltimore.....	2,325,303	15,304,039	43,048,008	.....	.....	.....
Montreal.....	585,813	9,899,308	9,210,222	.....	.....	.....
Total.....	9,635,295	64,682,957	120,029,870			

	1898.	1898.	1898.	1898.	1898.	1898.	1898.	1898.	1898.
New York.....	4,738,214	49,909,158	39,632,273	.....	.....	.....	.....	.....	.....
Boston .....	1,579,687	12,288,150	11,542,828	.....	.....	.....	.....	.....	.....
Philadelphia .....	1,614,426	5,660,284	29,851,346	.....	.....	.....	.....	.....	.....
Baltimore .....	2,813,166	18,542,034	45,096,477	.....	.....	.....	.....	.....	.....
Montreal .....	857,558	8,989,669	19,214,299	.....	.....	.....	.....	.....	.....
Total.....	11,603,051	95,389,295	145,337,223	.....	.....	.....	.....	.....	.....
New York .....	4,741,035	26,830,386	40,429,477	.....	.....	.....	.....	.....	.....
Boston .....	1,528,257	11,567,847	17,337,608	.....	.....	.....	.....	.....	.....
Philadelphia .....	2,101,435	4,013,927	29,458,334	.....	.....	.....	.....	.....	.....
Baltimore .....	3,367,485	9,549,270	46,786,127	.....	.....	.....	.....	.....	.....
Montreal* .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total .....	11,738,212	51,961,430	134,011,546	.....	.....	.....	.....	.....	.....
New York.....	4,487,306	18,259,428	43,532,024	.....	.....	.....	.....	.....	.....
Boston .....	1,606,175	11,028,357	14,072,326	.....	.....	.....	.....	.....	.....
Philadelphia .....	2,174,567	5,310,213	33,345,171	.....	.....	.....	.....	.....	.....
Baltimore .....	3,003,787	4,529,811	40,535,023	.....	.....	.....	.....	.....	.....
New Orleans .....	374,026	8,059,677	23,403,453	.....	.....	.....	.....	.....	.....
Montreal .....	403,385	10,408,501	11,168,489	.....	.....	.....	.....	.....	.....
Total .....	12,049,246	57,595,987	166,056,486	.....	.....	.....	.....	.....	.....

\* Not received.

## STATEMENT of lockages during the season of 1900.

DATE.	ERIE CANAL.				
	Lock No. 1.	Lock No. 2.	Lower side cut.	Upper side cut, river lock,	Upper side cut, upper lock.
April .....	62	42	11	206	200
May .....	223	193	68	972	864
June .....	344	391	52	1,337	1,129
July .....	311	374	118	1,332	1,160
August .....	362	410	123	1,418	1,224
September .....	336	295	75	1,243	1,091
October .....	407	316	102	1,449	1,310
November .....	339	315	54	1,327	1,250
December .....	56	33	9	113	97
Total .....	2,440	2,369	612	9,397	8,325

## Statement of lockages during the season of 1900—(Continued).

DATE.	ERIE CANAL.				
	Lock No. 3.	Lock No. 45.	Lock No. 46.	Lock No. 49.	Lock No. 50.
April .....	196	151	52	37	200
May .....	805	999	1,204	1,108	1,272
June .....	1,183	1,279	1,320	1,335	1,162
July .....	1,068	1,143	1,205	1,443	1,268
August .....	1,065	1,328	1,443	1,364	1,249
September .....	840	1,013	1,103	1,139	1,130
October .....	1,147	1,265	1,287	1,260	1,348
November .....	1,016	1,127	1,149	1,386	1,482
December .....	53	173	102	137	95
Total .....	7,373	8,478	8,865	9,209	9,206

*Statement of lockages during the season of 1900—(Continued).*

DATE.	ERIE CANAL.				
	Lock No. 66	Combined locks, Lockport.	Tonawanda lock.	Lock No. 72.	Junction lock.
April .....	109	111	78	103	22
May .....	1,125	1,244	731	1,062	322
June .....	1,085	1,231	745	1,130	432
July .....	1,041	1,219	808	1,040	515
August .....	1,081	1,157	940	1,064	631
September .....	969	1,098	712	925	543
October .....	1,061	1,213	829	1,005	507
November .....	1,065	1,107	597	922	608
December .....	68	76	28	78	64
Total .....	7,604	8,456	5,468	7,329	3,644

*Statement of lockages during the season of 1900—(Continued).*

DATE.	CHAMPLAIN CANAL.			OSWEGO CANAL.	
	Guard lock.	Ft. Edward lock.	Whitehall lock.	Lock No. 1.	Lock No. 13.
April .....	.....	31	24	82	10
May .....	377	788	627	505	68
June .....	374	662	557	501	85
July .....	362	822	672	605	93
August .....	372	846	750	623	118
September .....	333	760	677	472	90
October .....	446	813	656	523	115
November .....	418	831	481	447	81
December .....	.....	72	57	70	7
Total .....	2,682	5,625	4,501	3,828	667

*Statement of lockages during the season of 1900—(Concluded).*

DATE.	BLACK RIVER CANAL.	CAYUGA AND SENECA CANAL.			Caughdenoy lock, Oneida River im- provement.
	Lock No. 1.	Montezuma lock.	Waterloo lock.	Mud lock.	
April .....	.....	18	42	33	6
May .....	95	150	181	146	56
June .....	276	279	261	242	91
July .....	194	253	239	214	108
August .....	232	297	229	231	68
September .....	292	276	233	195	50
October .....	219	340	316	274	15
November .....	168	306	274	242	17
December .....	10	.....	.....	.....	.....
Total .....	1,486	1,919	1,775	1,577	411

STATEMENT of the tons of property moved on each and all the canals, comprising the tons of total movement.

YEAR.	Erie.	Champlain.	Oswego.	Cayuga and Seneca.	Chemung.	Crooked Lake.
1837 .....	667,151	261,659	161,353	20,274	20,288	24,258
1838 .....	744,848	266,552	222,697	23,541	30,256	30,336
1839 .....	845,007	263,552	221,014	26,300	36,089	26,323
1840 .....	829,960	245,229	219,627	32,486	34,217	24,026
1841 .....	906,442	276,418	135,689	34,634	63,042	33,030
1842 .....	712,310	230,844	129,498	31,716	54,866	18,660
1843 .....	819,216	262,212	240,571	25,998	66,247	31,856
1844 .....	945,944	269,546	326,607	31,099	88,231	32,589
1845 .....	1,038,700	266,922	340,481	46,464	114,740	39,489
1846 .....	1,264,408	280,480	351,511	61,014	124,768	35,556
1847 .....	1,661,575	313,124	441,096	58,204	189,165	36,313
1848 .....	1,599,965	293,889	490,147	46,252	150,691	34,155
1849 .....	1,622,444	321,345	557,637	40,440	135,867	36,317
1850 .....	1,635,089	460,219	583,346	42,379	128,263	38,797
1851 .....	1,955,265	513,793	676,321	37,084	159,563	29,399
1852 .....	2,129,334	531,001	684,191	47,275	187,577	35,757
1853 .....	2,196,308	608,354	761,276	58,793	249,980	53,985
1854 .....	2,224,008	602,913	611,533	72,995	270,978	25,349
1855 .....	2,202,463	537,108	654,399	76,744	223,271	25,850
1856 .....	• 2,107,678	611,610	657,381	131,907	245,621	28,559

*Statement of the tons of property moved on each and all of the canals, etc.—(Continued).*

YEAR.	Erie.	Champlain.	Oswego.	Cayuga and Seneca.	Chemung.	Crooked Lake.
1857 .....	1,566,624	547,236	605,218	120,435	187,201	16,571
1858 .....	1,767,004	608,918	688,960	75,968	205,168	16,318
1859 .....	1,753,954	751,046	612,390	80,602	256,323	17,933
1860 .....	2,253,533	681,157	1,080,076	98,678	226,051	14,723
1861 .....	2,500,782	545,930	852,920	100,992	208,792	12,289
1862 .....	3,204,277	647,318	1,063,413	125,659	243,628	19,632
1863 .....	2,955,302	878,920	992,173	119,704	307,151	11,230
1864 .....	2,535,792	846,790	765,079	185,161	280,834	6,316
1865 .....	2,523,490	815,311	825,649	192,312	164,796	9,376
1866 .....	2,896,027	1,001,493	990,809	368,233	226,510	12,189
1867 .....	2,920,578	1,047,440	940,136	389,704	145,627	6,568
1868 .....	3,346,986	1,120,585	958,444	515,295	165,875	4,451
1869 .....	2,845,072	1,059,339	934,638	533,516	245,761	7,541
1870 .....	3,083,132	1,143,719	917,728	527,728	206,535	15,825
1871 .....	3,580,922	1,099,995	941,858	445,186	173,281	12,024
1872 .....	3,562,560	1,449,528	832,490	386,977	217,263	7,145
1873 .....	3,602,535	1,195,390	655,688	437,382	257,962	12,831
1874 .....	3,097,122	1,263,292	665,408	378,825	205,602	9,286
1875 .....	2,787,226	1,077,746	486,530	224,492	129,425	.....
1876 .....	2,418,422	910,151	370,330	137,264	214,448	.....
1877 .....	3,254,367	1,021,732	319,327	247,864	12,026	.....



1878	3,608,634	1,040,912	257,254	168,201	8,767	.....
1879	3,820,027	1,012,005	333,713	117,027	.....	.....
1880	4,608,651	1,200,503	427,863	125,331	.....	.....
1881	3,598,721	986,079	394,542	99,617	.....	.....
1882	3,694,364	1,097,343	445,295	123,488	.....	.....
1883	3,587,102	1,366,358	276,350	134,631	.....	.....
1884	3,389,555	1,118,073	260,541	119,990	.....	.....
1885	3,208,207	1,139,402	213,079	64,125	.....	.....
1886	3,808,642	1,119,663	186,484	64,995	.....	.....
1887	3,840,513	1,229,335	176,177	195,933	.....	.....
1888	3,321,516	1,198,305	134,078	201,237	.....	.....
1889	3,673,554	1,187,038	170,078	196,138	.....	.....
1890	3,303,929	1,520,757	225,936	63,419	.....	.....
1891	3,097,853	1,101,126	161,426	80,954	.....	.....
1892	2,978,832	1,021,139	90,886	75,669	.....	.....
1893	3,235,726	848,965	92,634	38,761	.....	.....
1894	3,144,144	550,279	98,843	33,270	.....	.....
1895	2,356,084	966,335	64,154	49,050	.....	.....
1896	2,742,438	802,519	57,245	54,739	.....	.....
1897	2,584,906	797,637	53,537	110,277	.....	.....
1898	2,338,020	804,076	47,662	100,342	.....	.....
1899	2,419,084	1,034,315	49,373	113,476	.....	.....
1900	2,145,876	972,867	31,742	130,126	.....	.....

*Statement of the tons of property moved on each and all of the canals, etc.—(Continued).*

YEAR.	Cheungo.	Genesee Valley.	Black River.	Oneida Lake.	Baldwinsville.	Total.
1837	8,213	.....	.....	.....	.....	1,171,296
1838	14,778	.....	.....	.....	.....	1,333,011
1839	16,928	.....	.....	.....	.....	1,435,713
1840	16,848	13,653	.....	.....	.....	1,416,046
1841	23,356	26,892	.....	22,150	.....	1,521,661
1842	17,177	41,860	.....	.....	.....	1,236,931
1843	19,026	48,313	.....	26,445	.....	1,513,439
1844	31,472	65,077	.....	25,991	.....	1,816,586
1845	38,305	73,546	.....	28,808	.....	1,977,565
1846	41,112	87,614	.....	22,188	.....	2,268,662
1847	44,051	95,632	.....	30,642	.....	2,869,810
1848	35,207	98,467	.....	47,451	.....	2,796,230
1849	36,557	84,674	.....	59,451	.....	2,894,732
1850	41,892	89,804	.....	56,828	.....	3,076,617
1851	40,307	100,000	25,320	45,049	.....	3,582,733
1852	44,939	122,901	36,597	43,969	.....	3,863,441
1853	76,538	157,161	41,924	43,351	.....	4,247,853
1854	77,124	158,942	55,525	34,532	31,945	4,165,862
1855	89,390	102,321	51,347	27,116	32,608	4,022,617
1856	105,502	113,731	68,126	18,485	27,481	4,116,082

1857	96,722	114,576	69,135	19,343	.....	3,344,061
1858	72,526	118,303	62,352	19,675	.....	3,665,192
1859	89,691	124,263	75,946	19,536	.....	3,781,684
1860	83,035	123,602	70,687	18,672	.....	4,650,214
1861	91,661	94,329	69,930	30,060	.....	4,507,635
1862	79,442	129,974	85,442	.....	.....	5,598,785
1863	90,215	112,549	90,448	.....	.....	5,557,692
1864	89,021	71,411	72,519	.....	.....	4,852,941
1865	68,822	56,581	73,317	.....	.....	4,729,654
1866	107,472	86,579	85,908	.....	.....	5,775,220
1867	103,064	64,679	70,539	.....	.....	5,688,325
1868	112,455	138,361	79,770	.....	.....	6,442,225
1869	83,527	69,141	80,550	.....	.....	5,859,080
1870	102,820	79,733	96,329	.....	.....	6,173,769
1871	39,793	85,269	89,560	.....	.....	6,467,888
1872	26,519	96,113	94,776	.....	.....	6,673,370
1873	30,317	86,770	86,017	.....	.....	6,364,782
1874	33,059	69,393	77,601	.....	.....	5,804,588
1875	23,769	64,677	65,993	.....	.....	4,859,858
1876	6,227	47,360	67,927	.....	.....	4,172,129
1877	.....	37,311	63,286	.....	.....	4,955,963
1878	.....	18,569	68,983	.....	.....	5,171,320
1879	.....	.....	79,600	.....	.....	5,362,372
1880	.....	.....	75,308	.....	.....	6,457,656

*Statement of the tons of property moved on each and all of the canals, etc.—(Concluded).*

YEAR.	Chenango.	Genesee Valley.	Black River.	Oneida Lake.	Baldwinsville.	Total.
1881 .....	.....	.....	100,233	.....	.....	5,179,192
1882 .....	.....	.....	106,933	.....	.....	5,467,423
1883 .....	.....	.....	128,656	.....	.....	5,664,056
1884 .....	.....	.....	116,359	.....	.....	5,009,488
1885 .....	.....	.....	106,971	.....	.....	4,731,784
1886 .....	.....	.....	114,198	.....	.....	5,293,982
1887 .....	.....	.....	111,847	.....	.....	5,553,805
1888 .....	.....	.....	118,213	.....	.....	4,942,948
1889 .....	.....	.....	143,561	.....	.....	5,370,369
1890 .....	.....	.....	132,061	.....	.....	5,246,102
1891 .....	.....	.....	122,111	.....	.....	4,563,472
1892 .....	.....	.....	115,469	.....	.....	4,281,995
1893 .....	.....	.....	115,877	.....	.....	4,331,963
1894 .....	.....	.....	56,024	.....	.....	3,882,560
1895 .....	.....	.....	64,691	.....	.....	3,500,314
1896 .....	.....	.....	57,953	.....	.....	3,714,894
1897 .....	.....	.....	71,447	.....	.....	3,617,804
1898 .....	.....	.....	69,963	.....	.....	3,360,063
1899 .....	.....	.....	69,803	.....	.....	3,686,051
1900 .....	.....	.....	65,330	.....	.....	3,345,941

TOTAL VALUE of articles moved on all the canals from 1837 to 1900, both years inclusive, was as follows:

YEAR.	Product of the forest.	Agriculture.	Manufactures.	Merchandise.	Other articles.	Total.
1837	\$6,146,716	\$16,201,331	\$6,390,486	\$23,935,990	\$3,134,766	\$55,806,283
1838	6,338,063	19,390,714	5,915,856	31,594,692	2,507,234	65,746,559
1839	7,762,553	17,056,911	5,989,576	39,493,764	3,096,960	73,399,764
1840 (Gen. Val. canal opened)	4,609,035	19,644,481	4,719,054	35,636,943	2,694,379	66,303,892
1841	11,841,103	21,901,713	5,422,615	50,134,320	2,993,178	92,202,929
1842	5,957,219	16,987,843	4,435,289	30,042,153	2,594,104	60,016,608
1843	6,653,080	20,588,118	4,925,545	40,651,798	3,458,368	76,276,909
1844	7,422,737	23,379,643	6,151,806	49,224,099	4,742,867	90,921,152
1845	6,472,237	25,479,488	6,994,932	52,542,336	5,140,866	100,629,859
1846	6,422,409	35,820,586	7,015,311	62,004,488	4,349,315	115,612,109
1847	7,546,063	55,757,166	8,072,059	74,753,638	5,434,502	151,563,428
1848	7,219,350	42,850,086	7,433,957	76,945,463	5,637,301	140,086,157
1849	8,671,057	46,408,092	7,183,930	77,094,282	5,374,924	144,732,285
1850	15,117,661	46,152,958	7,933,108	81,135,199	6,059,003	156,397,929
1851	12,549,754	43,277,458	8,255,575	88,531,320	7,367,694	159,981,801
1852	11,526,436	49,437,555	6,294,120	122,624,170	6,721,236	196,603,517
1853	14,001,506	57,482,815	8,091,100	118,317,856	9,286,293	207,179,570
1854	14,384,785	51,980,864	9,796,420	123,167,863	10,954,380	210,284,312
1855	10,545,615	58,222,314	10,467,559	113,572,523	11,582,136	204,390,147
1856	10,211,383	51,030,453	10,308,419	135,691,816	11,084,991	218,327,062
1857	9,827,410	30,955,369	9,330,067	74,633,905	12,250,267	136,997,018

*Total value of articles moved on all the canals from 1837 to 1900, etc.—(Concluded).*

YEAR.	Products of the forest.	Agriculture.	Manufactures.	Merchandise.	Other articles.	Total.
1858 .....	\$8,963,443	\$50,142,318	\$9,352,955	\$61,236,319	\$8,873,809	\$138,568,844
1859 .....	10,798,769	34,044,601	8,757,059	65,072,972	13,487,357	132,160,758
1860 .....	10,654,710	55,838,977	8,113,177	84,252,425	11,989,909	170,849,198
1861 .....	6,462,614	57,861,720	6,718,273	49,707,729	9,365,557	130,115,893
1862 .....	11,305,954	84,239,870	12,314,651	83,640,903	11,733,453	203,234,331
1863 .....	13,421,909	101,090,511	13,044,051	91,417,513	21,072,477	240,046,461
1864 .....	22,589,060	116,051,564	22,582,718	80,391,550	32,785,747	274,400,639
1865 .....	21,011,122	83,670,467	18,095,266	102,627,877	30,832,372	256,237,104
1866 .....	28,754,821	86,610,934	18,389,992	100,169,211	37,038,718	270,963,676
1867 .....	28,997,470	81,616,663	16,877,334	108,545,569	42,939,676	278,956,712
1868 .....	24,039,591	76,383,656	17,298,574	131,786,764	55,793,344	305,301,920
1869 .....	21,930,655	55,528,825	13,595,892	103,464,505	54,761,407	249,281,284
1870 .....	22,266,184	49,231,912	10,777,897	94,852,911	54,707,269	231,836,176
1871 .....	27,309,303	68,130,282	10,881,540	78,898,185	53,548,381	238,767,691
1872 .....	35,599,734	49,541,259	7,659,547	93,997,415	34,115,366	220,913,321
1873 .....	18,651,838	60,194,909	5,979,656	76,173,336	30,715,761	191,715,500
1874 .....	17,840,356	64,344,898	7,094,531	64,477,540	42,916,997	196,674,322
1875 .....	12,478,669	50,540,911	6,311,137	40,885,448	34,792,410	145,008,575
1876 .....	11,132,966	32,439,857	3,375,119	31,069,375	35,073,062	113,090,379
1877 .....	15,574,893	46,765,635	10,911,786	46,130,795	21,028,903	139,411,963
1878 .....	12,703,074	52,264,813	17,834,755	70,433,563	29,021,323	182,254,528

1879	12,053,499	56,826,653	37,173,222	144,653,500	34,573,762	285,280,726
1880	14,351,622	68,994,218	14,236,227	109,870,264	40,392,459	247,844,790
1881	18,399,932	43,440,343	11,863,021	75,331,308	13,148,961	162,153,565
1882	20,285,512	42,766,687	4,673,440	61,769,417	18,428,851	147,918,907
1883	18,038,056	39,727,973	3,426,474	68,281,320	18,387,400	147,861,223
1884	27,588,279	37,335,779	3,125,433	78,864,806	15,182,754	162,097,069
1885	17,302,705	31,404,325	2,827,280	58,215,252	9,786,627	119,536,189
1886	16,471,406	41,191,562	3,310,422	103,749,354	15,339,102	180,061,846
1887	15,568,667	42,729,684	4,808,178	82,161,364	13,978,084	159,245,977
1888	14,899,643	33,546,141	3,207,881	56,913,813	13,957,257	122,524,735
1889	17,012,190	30,014,906	5,908,500	80,590,288	21,058,338	154,584,222
1890	21,888,280	32,690,782	1,879,276	73,838,260	15,464,488	145,761,086
1891	17,923,469	38,566,171	1,147,639	47,008,795	11,623,269	116,269,343
1892	18,571,008	35,127,543	1,491,611	100,701,774	11,705,012	167,596,948
1893	14,421,877	50,483,054	853,407	75,474,765	13,597,991	154,831,094
1894	12,706,519	35,849,109	933,886	78,405,074	13,284,972	141,179,560
1895	14,504,441	17,185,539	2,489,514	38,648,131	24,625,396	97,453,021
1896	11,838,186	27,268,642	2,494,727	37,512,064	20,925,959	100,039,578
1897	11,780,232	16,722,091	1,932,216	42,299,589	23,329,210	96,063,338
1898	11,489,502	15,005,458	1,369,262	36,386,337	23,871,795	88,122,354
1899	14,312,288	13,428,551	1,555,810	40,752,834	22,737,229	92,786,712
1900	9,161,366	11,051,632	2,073,468	42,819,110	19,018,196	84,123,772

STATEMENT of total movement of flour, meal and grain on all the canals from 1861 to 1900, both inclusive.

YEAR.	Barrels wheat flour.	Barrels corn meal.	Bushels wheat.	Bushels corn.	Bushels oats.
1861.....	1,667,416	2,176	33,171,900	25,024,643	6,105,313
1862.....	2,102,574	18,416	37,579,967	27,225,643	6,550,187
1863.....	1,930,731	44,704	26,577,166	22,287,036	16,040,937
1864.....	1,474,582	51,305	19,932,067	11,086,536	15,122,937
1865.....	1,271,129	24,018	14,433,566	20,689,500	11,973,939
1866.....	751,870	27,972	10,989,800	28,904,143	12,138,250
1867.....	569,234	12,808	13,630,300	17,930,500	10,476,000
1868.....	575,900	14,861	14,425,567	18,437,100	11,927,250
1869.....	657,870	12,666	22,351,133	9,159,643	5,769,312
1870.....	509,055	22,250	21,950,800	6,893,893	7,371,312
1871.....	381,583	6,611	23,951,633	24,002,035	8,118,187
1872.....	190,129	6,046	13,463,433	32,241,179	5,809,933
1873.....	181,731	9,342	26,768,800	22,760,571	4,376,437
1874.....	269,759	8,314	25,738,766	18,542,964	3,713,000
1875.....	163,287	3,000	24,809,766	10,072,536	3,919,813
1876.....	86,019	2,232	13,879,200	13,044,786	3,259,188
1877.....	82,621	3,120	14,934,766	25,837,786	4,127,812
1878.....	54,666	5,666	28,151,866	26,249,750	5,314,313
1879.....	66,333	8,130	31,648,866	22,185,000	1,447,750
1880.....	76,537	12,620	32,201,733	41,307,821	1,305,812
1881.....	64,129	13,370	14,827,733	16,993,679	1,895,063



1882.....	86,777	17,370	21,407,196	8,988,821	1,386,250
1883.....	83,768	1,777	19,124,666	18,677,785	3,225,438
1884.....	67,138	343	26,346,966	7,079,143	3,293,500
1885.....	63,602	703	18,864,066	12,866,500	514,625
1886.....	83,296	5,435	33,270,966	12,670,178	454,875
1887.....	37,861	65	31,228,000	15,950,607	2,210,312
1888.....	30,463	2,629	19,373,366	17,846,464	4,445,562
1889.....	40,555	1,713	16,137,900	21,162,536	3,980,000
1890.....	32,046	10,740	11,789,700	21,998,000	2,961,437
1891.....	28,900	.....	25,203,366	5,076,464	1,022,625
1892.....	45,176	38,000	20,690,933	5,366,750	4,527,750
1893.....	22,574	1,222	36,446,600	8,912,965	1,498,375
1894.....	27,147	978	30,116,266	9,942,035	6,302,937
1895.....	20,333	74	9,345,500	3,495,857	5,892,437
1896.....	73,741	3,639	13,629,033	3,641,821	12,357,187
1897.....	29,685	1,481	6,001,166	11,170,572	3,146,562
1898.....	17,166	435	2,332,866	13,008,857	4,765,250
1899.....	11,546	287	9,414,066	3,309,643	5,858,312
1900.....	10,866	818	4,610,083	6,751,670	2,277,258

## Statement of total movement of flour, meal and grain on all the canals, etc.—(Concluded).

YEAR.	Bushels barley.	Bushels rye.	Bushels peas and beans.	Bushels malt.	Aggregate in tons.
1861 . . . . .	2,444,083	976,000	347,233	.....	2,070,261
1862 . . . . .	2,764,916	967,750	375,433	280,182	2,332,928
1863 . . . . .	3,816,458	592,571	530,700	366,242	2,021,505
1864 . . . . .	3,232,292	670,168	550,000	565,294	1,437,598
1865 . . . . .	5,336,416	1,220,714	401,533	725,151	1,530,037
1866 . . . . .	7,867,041	1,751,928	536,667	298,212	1,680,169
1867 . . . . .	4,972,250	1,044,643	827,133	489,818	1,322,774
1868 . . . . .	3,698,083	873,357	391,667	257,029	1,350,090
1869 . . . . .	4,125,500	481,750	379,233	330,400	1,221,397
1870 . . . . .	5,132,958	697,143	226,123	698,686	1,189,267
1871 . . . . .	4,749,662	1,234,392	162,700	801,371	1,759,882
1872 . . . . .	5,002,543	477,036	146,600	1,578,914	1,586,249
1873 . . . . .	2,941,083	1,077,143	393,300	1,182,466	1,660,981
1874 . . . . .	4,110,584	293,393	200,567	453,200	1,500,490
1875 . . . . .	4,353,125	296,750	195,200	71,287	1,238,115
1876 . . . . .	4,020,584	712,464	174,200	1,510,629	991,197
1877 . . . . .	5,810,542	1,283,857	162,533	718,800	1,439,662
1878 . . . . .	3,730,583	2,307,607	167,100	1,031,000	1,846,749
1879 . . . . .	4,006,000	2,114,643	124,466	582,706	1,770,846
1880 . . . . .	4,426,958	940,714	149,369	820,824	2,304,215
1881 . . . . .	3,399,458	553,000	101,334	887,526	1,074,545

1882	4,027,083	1,549,000	206,834	846,824	1,087,953
1883	2,449,291	3,401,643	43,666	952,706	1,329,099
1884	2,708,666	2,552,214	185,735	707,235	1,198,346
1885	2,691,135	364,678	70,000	604,706	1,028,260
1886	2,619,916	108,750	151,366	901,941	1,446,973
1887	3,144,083	239,892	14,133	781,588	1,498,304
1888	873,208	438,143	64,000	940,176	1,116,733
1889	2,754,541	1,289,357	694,333	1,640,588	1,277,118
1890	3,268,321	800,500	66,833	1,201,058	1,158,029
1891	2,995,958	2,456,107	87,996	662,325	1,072,375
1892	2,149,833	151,285	20,633	816,650	992,798
1893	2,207,250	232,785	42,933	309,118	1,435,540
1894	3,720,625	18,946	33,366	388,058	1,388,859
1895	3,255,458	7,322	15,766	166,000	583,752
1896	4,581,917	2,757,500	12,500	682,764	916,072
1897	4,180,708	2,370,964	10,733	1,037,941	731,213
1898	3,746,083	276,607	4,100	1,565,941	636,774
1899	3,276,125	211,821	800	473,823	562,740
1900	2,633,480	374,224	154	533,636	447,768

## STATEMENT of foreign exports of flour and grain from New York from 1861 to 1900.

YEAR.	Barrels wheat flour.	Barrels rye flour.	Barrels corn meal.	Bushels wheat.	Bushels corn.	Bushels oats.
1861	3,110,646	11,807	108,385	28,889,914	12,456,265	160,875
1862	2,961,518	8,397	132,606	25,564,755	12,020,848	210,669
1863	2,527,338	5,461	140,561	15,424,889	7,533,431	126,566
1864	1,918,393	2,840	105,142	12,193,433	846,831	42,135
1865	1,402,144	2,673	127,600	2,527,626	2,549,670	94,567
1866	900,084	7,552	149,773	522,669	11,079,394	1,190,583
1867	871,089	11,754	151,669	4,468,774	8,147,813	144,665
1868	1,003,968	7,459	191,011	5,762,037	5,989,225	94,707
1869	1,584,211	5,283	137,627	18,240,586	1,637,586	49,393
1870	4,950,234	.....	.....	18,446,035	487,792	28,986
1871	1,660,400	4,200	123,500	21,968,600	13,040,600	47,300
1872	1,216,082	6,399	194,040	13,144,400	25,292,200	31,739
1873	1,655,331	8,249	176,756	27,801,800	15,587,500	49,700
1874	1,177,608	8,473	168,603	34,791,249	19,000,995	122,528
1875	1,954,100	5,700	173,400	26,192,700	12,938,700	138,800
1876	1,887,441	5,778	172,042	24,144,033	16,610,232	620,536
1877	1,537,106	7,999	220,939	21,355,774	25,373,942	257,634
1878	2,630,437	4,375	202,788	55,019,389	27,440,771	3,658,905
1879	3,684,366	6,049	150,178	61,538,861	35,319,789	521,496
1880	4,215,415	5,205	203,716	61,908,029	49,875,430	427,959
1881	4,440,114	3,264	196,985	41,788,182	31,731,995	431,426

1882	4,623,956	.....	112,316	37,620,153	9,012,373	170,586
1883	4,330,146	.....	.....	20,049,200	22,222,754	162,665
1884	3,907,021	.....	530	28,687,362	11,862,158	2,456,219
1885	3,763,029	3,863	152,488	16,286,800	26,259,228	6,198,302
1886	.....	.....	.....	.....	.....	.....
1887, to December 1	3,731,523	.....	105,735	40,893,437	11,920,425	142,938
1888, to December 1	3,476,991	.....	107,589	12,224,374	12,101,098	112,069
1889, to December 1	3,056,855	.....	135,006	9,627,444	27,380,443	885,257
1890	3,417,399	.....	136,432	12,549,946	24,550,165	9,301,046
1891	3,798,076	.....	160,533	46,514,096	12,819,911	3,205,466
1892	6,034,260	.....	163,765	45,259,966	18,293,353	2,650,639
1893	6,032,903	114	159,149	38,017,932	12,802,039	5,197,007
1894, to December 1	5,814,657	.....	178,346	21,612,790	10,329,787	219,844
1895, to December 1	4,009,157	.....	144,631	18,348,193	17,891,140	1,302,900
1896, to December 1	4,264,302	.....	140,449	16,864,330	16,845,658	14,794,568
1897	4,699,767	.....	272,975	25,085,896	33,206,509	34,714,008
1898	4,738,214	.....	366,663	49,909,158	39,632,273	23,765,046
1899	4,741,035	.....	409,691	26,830,386	40,429,477	12,943,153
1900	4,487,306	.....	444,943	18,259,428	43,532,024	8,819,444

*Statement of foreign exports of flour and grain, etc.—(Concluded).*

YEAR.	Bushels barley.	Bushels rye.	Bushels peas and beans.	Bushels malt.	Aggregate in tons.
1861 .....	3,927	1,000,405	139,284	.....	1,599,261
1862 .....	42,061	1,104,549	113,819	.....	1,477,221
1863 .....	52,439	416,369	110,911	.....	980,675
1864 .....	150	588	186,154	.....	614,642
1865 .....	.....	198,348	88,899	.....	322,451
1866 .....	1,329,842	248,646	282,992	.....	506,520
1867 .....	886,893	473,260	680,763	.....	531,204
1868 .....	90	152,993	189,226	.....	481,902
1869 .....	.....	142,542	123,156	.....	788,075
1870 .....	.....	92,431	151,102	.....	785,249
1871 .....	98,700	525,800	90,900	.....	1,238,053
1872 .....	22,066	668,030	156,609	.....	1,378,412
1873 .....	19,400	1,069,100	143,500	.....	1,504,771
1874 .....	3,560	641,661	463,193	.....	1,863,297
1875 .....	1,500	206,900	364,900	.....	1,405,544
1876 .....	88,097	1,336,283	716,428	.....	1,483,402
1877 .....	2,412,509	2,049,796	487,031	.....	1,675,902
1878 .....	1,518,922	4,048,841	476,184	.....	2,949,042
1879 .....	147,867	3,941,638	393,153	.....	3,383,953
1880 .....	254,833	2,181,183	651,669	.....	3,825,168
1881 .....	15,477	1,068,928	218,370	.....	2,687,356

1882.....	6,616	1,980,586	572,567	.....	1,967,989
1883.....	8,939	4,467,853	.....	.....	1,819,284
1884.....	76,343	4,846,088	770,729	.....	1,413,686
1885.....	408	493,319	.....	.....	1,759,840
1886, not reported.....	.....	.....	.....	.....	.....
1887, to December 1st.....	46,189	356,817	185,877	.....	2,193,962
1888, to December 1st.....	48	6,237	182,511	.....	1,098,641
1889, to December 1st.....	226	809,405	244,246	.....	1,440,719
1890.....	275,313	1,351,726	371,814	.....	1,652,144
1891.....	1,869,569	4,448,675	668,069	.....	2,421,816
1892.....	235,206	3,254,849	663,927	.....	2,698,507
1893.....	257,744	439,459	473,796	.....	2,282,685
1894, to December 1st.....	300	208	.....	.....	1,581,391
1895, to December 1st.....	42,743	246	.....	.....	1,521,886
1896, to December 1st.....	6,162,012	3,208,448	.....	.....	2,027,759
1897.....	8,916,452	5,797,517	.....	.....	3,151,164
1898.....	2,451,271	8,307,944	1,151,811	.....	3,864,551
1899.....	7,619,862	2,745,970	.....	.....	2,960,070
1900.....	4,833,493	1,479,380	.....	.....	3,597,900

*Total tonnage of all the property on the canals, ascending and descending, and the value for the sixty-three years preceding, is as follows:*

YEAR.	Tons.	Value.
1837 .....	1,171,296	\$55,809,288
1838 .....	1,333,011	65,746,559
1839 .....	1,435,713	73,399,764
1840 .....	1,416,046	66,303,892
1841 .....	1,521,661	92,202,929
1842 .....	1,236,931	60,016,608
1843 .....	1,513,439	76,276,909
1844 .....	1,816,586	90,921,152
1845 .....	1,977,565	100,629,859
1846 .....	2,268,662	115,612,109
1847 .....	2,869,810	151,563,428
1848 .....	2,796,230	140,086,157
1849 .....	2,894,732	144,732,285
1850 .....	3,076,617	156,397,929
1851 .....	2,582,733	159,981,801
1852 .....	3,863,441	196,603,517
1853 .....	4,247,853	207,179,570
1854 .....	4,165,862	210,284,312
1855 .....	4,022,617	204,390,147
1856 .....	4,116,082	218,327,062
1857 .....	3,344,061	136,997,018
1858 .....	3,665,192	138,568,844
1859 .....	3,781,684	132,160,758
1860 .....	4,650,214	170,849,198
1861 .....	4,507,635	130,115,893
1862 .....	5,598,785	203,234,331
1863 .....	5,557,692	240,046,461
1864 .....	4,852,941	274,400,639
1865 .....	4,729,654	256,237,104
1866 .....	5,775,220	270,963,676
1867 .....	5,688,325	278,956,712
1868 .....	6,442,225	305,301,929
1869 .....	5,859,080	249,281,284
1870 .....	6,173,769	231,836,176
1871 .....	6,467,888	238,767,691
1872 .....	6,673,370	220,913,321
1873 .....	6,364,782	191,715,500
1874 .....	5,804,588	196,674,322



*Total tonnage of all property on the canals, etc.—(Concluded).*

YEAR.	Tons.	Value.
1875 .....	4,859,958	\$145,008,575
1876 .....	4,172,129	113,090,379
1877 .....	4,955,963	128,923,890
1878 .....	5,171,320	182,254,528
1879 .....	5,362,372	285,280,726
1880 .....	6,457,656	247,844,790
1881 .....	5,179,192	162,153,565
1882 .....	5,467,423	147,918,907
1883 .....	5,664,056	147,861,223
1884 .....	5,009,488	162,097,069
1885 .....	4,731,784	119,536,189
1886 .....	5,293,982	480,061,846
1887 .....	5,553,805	159,245,977
1888 .....	4,942,948	122,524,735
1889 .....	5,370,369	154,584,222
1890 .....	5,246,102	145,761,086
1891 .....	4,563,472	116,269,343
1892 .....	4,281,995	167,596,948
1893 .....	4,331,963	154,831,094
1894 .....	3,882,560	141,179,560
1895 .....	3,500,314	97,453,021
1896 .....	3,714,894	100,039,578
1897 .....	3,617,804	96,063,338
1898 .....	3,360,063	88,122,354
1899 .....	3,686,051	92,786,712
1900 .....	3,345,941	84,123,772

*Equalized value of the real and personal property in the State subject to taxation for the year 1901, and the amount each county will be required to pay for the purpose of redeeming bonds issued under provisions of chapter 79, Laws of 1895, appropriating nine million dollars for canal improvements.*

	Value.	Tax.
Albany .....	\$91,563,298	\$11,903 22
Allegany .....	15,230,372	1,979 95
Broome .....	33,463,302	4,350 23
Cattaraugus .....	23,040,208	2,995 23
Cayuga .....	32,226,962	4,189 50
Chautauqua .....	30,894,808	4,016 32
Chemung .....	24,790,149	3,222 72
Chenango .....	16,422,114	2,134 87
Clinton .....	9,013,307	1,171 73
Columbia .....	23,053,958	2,997 66
Cortland .....	12,187,906	1,584 43
Delaware .....	14,125,394	1,836 30
Dutchess .....	46,190,280	6,004 73
Erie .....	289,065,354	37,578 50
Essex .....	9,599,158	1,247 89
Franklin .....	10,566,692	1,373 67
Fulton .....	13,670,970	1,777 23
Genesee .....	22,838,106	2,968 95
Greene .....	13,232,648	1,720 24
Hamilton .....	2,582,468	335 72
Herkimer .....	21,049,704	2,736 46
Jefferson .....	31,820,333	4,136 64
Kings .....	677,165,577	88,031 53
Lewis .....	9,249,681	1,202 46
Livingston .....	26,472,998	3,441 49
Madison .....	20,796,135	2,703 50
Monroe .....	130,909,015	17,018 18
Montgomery .....	27,259,191	3,543 69
Nassau .....	24,602,319	3,198 30
New York .....	2,711,824,407	352,537 17
Niagara .....	38,443,638	4,997 67
Oneida .....	62,824,050	8,167 13
Onondaga .....	100,374,556	13,048 69
Ontario .....	28,153,055	3,659 90
Orange .....	41,949,037	5,453 37

*Equalized value of real and personal property, etc.—(Concluded).*

	Value.	Tax.
Orleans .....	\$15,011,849	\$1,951 54
Oswego .....	26,458,502	3,439 61
Otsego .....	21,693,523	2,820 16
Putnam .....	7,599,828	987 98
Queens .....	96,382,207	12,529 69
Rensselaer .....	72,141,718	9,378 42
Richmond .....	46,593,340	6,057 14
Rockland .....	15,615,953	2,030 08
St. Lawrence .....	32,785,297	4,262 09
Saratoga .....	25,538,171	3,319 96
Schenectady .....	18,330,792	2,383 00
Schoharie .....	11,249,894	1,462 49
Schuyler .....	6,606,573	858 86
Seneca .....	14,767,108	1,919 72
Steuben .....	30,970,511	4,026 17
Suffolk .....	42,661,661	5,546 02
Sullivan .....	5,608,498	729 10
Tioga .....	12,967,105	1,685 72
Tompkins .....	16,364,112	2,127 33
Ulster .....	27,779,158	3,611 29
Warren .....	7,640,473	993 26
Washington .....	18,400,143	2,392 02
Wayne .....	25,307,521	3,289 98
Westchester .....	150,514,259	19,566 85
Wyoming .....	14,976,811	1,946 99
Yates .....	10,681,595	1,388 61
Total valuation and tax.....	\$5,461,302,752	\$709,969 35

*Total grain received at Buffalo each year since 1836, and total grain, including flour, received each year.*

YEAR.	Grain, bushels.	Grain, including flour, bushels.
1836 .....	543,461	1,239,351
1837 .....	550,560	1,184,685
1838 .....	974,751	2,302,887
1839 .....	1,117,262	2,302,851
1840 .....	1,075,885	4,061,598
1841 .....	1,852,325	5,692,525
1842 .....	2,015,928	5,687,468
1843 .....	2,055,025	6,642,610
1844 .....	2,335,568	6,910,719
1845 .....	1,848,040	5,581,790
1846 .....	6,491,522	13,366,167
1847 .....	8,868,187	19,153,187
1848 .....	7,396,012	14,641,018
1849 .....	8,628,013	14,665,189
1850 .....	6,618,004	12,059,551
1851 .....	11,449,661	17,740,784
1852 .....	13,392,937	20,390,500
1853 .....	11,078,741	15,956,525
1854 .....	18,553,455	22,252,288
1855 .....	19,788,473	24,472,277
1856 .....	20,123,667	25,753,965
1857 .....	15,348,930	19,578,690
1858 .....	20,202,444	26,812,982
1859 .....	14,429,069	21,530,722
1860 .....	31,441,440	37,053,115
1861 .....	50,062,646	61,460,601
1862 .....	58,642,344	72,872,454
1863 .....	49,845,065	64,735,510
1864 .....	41,044,498	51,177,146
1865 .....	42,473,223	51,415,188
1866 .....	51,820,342	57,388,087
1867 .....	43,499,780	59,700,060
1868 .....	42,436,201	49,949,856
1869 .....	37,014,728	45,007,163
1870 .....	39,261,141	46,013,096
1871 .....	60,765,357	67,155,742
1872 .....	58,447,822	62,260,232
1873 .....	67,340,570	73,636,595

*Total grain received at Buffalo each year, etc.—(Concluded).*

YEAR.	Grain, bushels.	Grain, including flour, bushels.
1874 .....	61,562,627	70,030,552
1875 .....	65,194,716	74,246,726
1876 .....	46,038,598	50,074,648
1877 .....	61,734,071	66,199,291
1878 .....	79,176,152	84,046,052
1879 .....	74,379,829	78,865,354
1880 .....	105,453,372	112,042,927
1881 .....	56,806,545	62,062,895
1882 .....	50,833,590	56,830,340
1883 .....	65,722,080	76,079,930
1884 .....	56,963,970	70,041,520
1885 .....	49,740,060	64,260,460
1886 .....	72,514,840	95,425,790
1887 .....	84,730,910	104,737,710
1888 .....	73,223,500	99,448,150
1889 .....	90,869,880	118,273,430
1890 .....	89,312,800	120,540,700
1891 .....	128,993,020	164,459,720
1892 .....	133,039,090	181,769,690
1893 .....	135,919,920	188,730,370
1894 .....	103,959,165	161,401,815
1895 .....	118,027,930	162,936,630
1896 .....	163,431,814	214,352,734
1897 .....	185,443,816	242,140,306
1898 .....	221,383,945	273,242,210
1899 .....	153,393,184	194,293,112
1900 .....	157,655,969	209,239,824

*The following statement shows the receipts of flour, wheat and corn at Buffalo by lake for sixty-five years.*

YEAR.	Flour, barrels.	Wheat, bushels.	Corn, bushels.
1836 .....	139,178	304,990	204,355
1837 .....	126,805	450,359	94,490
1838 .....	277,620	933,117	34,148
1839 .....	294,125	1,117,262	.....
1840 .....	597,142	1,004,561	71,337
1841 .....	730,040	1,635,000	201,031
1842 .....	734,408	1,555,420	453,520
1843 .....	917,517	1,827,241	223,966
1844 .....	915,030	2,174,500	137,978
1845 .....	746,750	1,770,740	54,200
1846 .....	1,374,529	4,744,184	1,455,258
1847 .....	1,857,000	6,489,100	2,862,800
1848 .....	1,249,000	4,520,117	2,298,000
1849 .....	1,207,435	4,943,978	3,321,651
1850 .....	1,103,039	3,681,347	2,593,378
1851 .....	1,258,224	4,167,121	5,988,775
1852 .....	1,299,213	5,549,778	5,136,746
1853 .....	975,557	5,420,043	8,065,793
1854 .....	739,756	5,510,782	10,108,983
1855 .....	937,761	8,022,126	9,711,430
1856 .....	1,126,048	8,465,671	9,633,277
1857 .....	845,953	8,334,179	5,713,611
1858 .....	1,536,109	10,671,550	6,621,688
1859 .....	1,420,383	9,234,652	3,113,653
1860 .....	1,122,335	18,502,615	11,386,217
1861 .....	2,159,591	27,105,219	21,024,657
1862 .....	2,846,022	30,435,831	24,388,627
1863 .....	2,978,088	21,240,348	20,086,912
1864 .....	2,028,520	17,677,519	10,478,681
1865 .....	1,788,393	13,437,888	19,840,901
1866 .....	1,313,543	10,479,694	27,894,798
1867 .....	1,440,056	11,879,685	17,873,638
1868 .....	1,502,731	12,555,215	16,804,067
1869 .....	1,598,487	19,228,546	11,549,403
1870 .....	1,470,391	20,556,722	9,410,128
1871 .....	1,278,077	22,606,217	26,110,769
1872 .....	762,502	14,304,942	34,643,180
1873 .....	1,259,205	30,618,372	28,550,828
1874 .....	1,693,585	29,778,572	24,974,548

*The following statement shows the receipts of flour, wheat and corn at Buffalo by lake for sixty-five years—(Concluded).*

YEAR.	Flour, barrels.	Wheat, bushels.	Corn, bushels.
1875 .....	1,810,402	32,987,656	22,593,891
1876 .....	807,210	19,324,612	20,939,853
1877 .....	693,044	23,284,405	33,362,866
1878 .....	911,980	35,419,136	35,133,853
1879 .....	897,105	37,788,501	32,990,993
1880 .....	1,317,911	40,510,229	62,214,417
1881 .....	1,051,250	18,495,320	34,434,830
1882 .....	1,199,350	26,050,030	21,664,530
1883 .....	2,071,570	24,105,420	34,975,040
1884 .....	2,615,510	32,469,710	18,538,340
1885 .....	2,993,280	27,130,400	21,028,230
1886 .....	4,582,190	41,430,440	29,155,370
1887 .....	4,001,360	48,111,180	30,199,490
1888 .....	5,244,930	27,548,110	36,422,270
1889 .....	5,480,710	26,051,600	47,127,150
1890 .....	6,245,580	14,868,630	44,136,660
1891 .....	7,093,340	76,945,960	29,616,390
1892 .....	9,746,120	78,243,560	32,377,780
1893 .....	10,562,090	68,243,750	40,539,976
1894 .....	11,488,530	50,194,130	29,078,520
1895 .....	8,971,740	46,848,510	38,244,960
1896 .....	10,384,184	54,411,207	47,811,010
1897 .....	11,339,298	50,584,719	55,553,741
1898 .....	10,371,653	83,872,837	67,950,073
1899 .....	8,810,097	48,232,016	53,503,404
1900 .....	11,463,079	47,826,458	63,192,660

*The following statement shows the receipts of oats, barley and rye at Buffalo by lake for sixty-five years.*

YEAR.	Oats, bushels.	Barley, bushels.	Rye, bushels.
1836 .....	28,640	4,876	1,500
1837 .....	2,533	.....	3,260
1838 .....	6,577	.....	909
1839 .....	.....	.....	.....
1840 .....	.....	.....	.....
1841 .....	14,144	.....	2,150
1842 .....	.....	4,710	1,268
1843 .....	2,489	.....	1,332
1844 .....	18,017	1,617	456
1845 .....	23,300	.....	.....
1846 .....	218,300	47,530	28,250
1847 .....	446,000	.....	70,787
1848 .....	560,000	.....	17,789
1849 .....	362,384	.....	.....
1850 .....	357,580	3,627	.....
1851 .....	1,140,430	142,773	10,652
1852 .....	2,596,231	497,913	112,251
1853 .....	1,580,655	401,098	107,152
1854 .....	4,401,739	313,757	177,066
1855 .....	2,693,222	62,304	299,591
1856 .....	1,733,382	46,327	245,810
1857 .....	1,214,760	37,844	48,536
1858 .....	2,275,231	308,374	125,214
1859 .....	394,502	361,550	124,693
1860 .....	1,209,594	262,158	80,822
1861 .....	1,797,905	313,715	337,764
1862 .....	2,624,982	428,124	791,564
1863 .....	6,322,187	641,440	422,309
1864 .....	11,682,637	465,057	633,727
1865 .....	8,494,799	820,563	877,676
1866 .....	10,227,472	1,606,384	1,245,485
1867 .....	10,933,166	1,802,598	1,010,693
1868 .....	11,492,472	637,124	947,323
1869 .....	5,459,347	651,339	126,093
1870 .....	6,846,983	1,821,154	626,154
1871 .....	9,006,409	1,942,928	1,095,009
1872 .....	6,050,045	3,088,925	301,809
1873 .....	5,972,346	1,232,507	906,977
1874 .....	5,396,781	1,154,948	167,301



*The following statement shows the receipts of oats, barley and rye at Buffalo for sixty-five years—(Concluded).*

YEAR.	Oats, bushels.	Barley, bushels.	Rye, bushels.
1875 .....	8,494,124	916,889	222,126
1876 .....	2,397,257	2,615,081	761,795
1877 .....	4,279,229	1,652,568	1,155,003
1878 .....	5,122,972	1,375,184	2,135,007
1879 .....	1,101,794	600,740	1,884,802
1880 .....	649,350	335,925	743,451
1881 .....	3,565,737	282,510	22,210
1882 .....	1,620,170	701,500	767,360
1883 .....	3,226,900	583,800	2,830,830
1884 .....	3,174,730	534,130	2,247,060
1885 .....	767,580	577,230	309,370
1886 .....	1,014,670	787,730	126,630
1887 .....	4,656,280	1,459,420	304,540
1888 .....	7,897,310	842,090	513,720
1889 .....	14,309,800	1,474,570	1,906,760
1890 .....	13,860,780	5,165,700	1,281,030
1891 .....	12,454,150	4,373,120	5,603,400
1892 .....	16,500,250	4,600,970	1,316,530
1893 .....	20,700,150	5,791,460	644,590
1894 .....	15,560,230	8,625,090	501,195
1895 .....	21,943,680	10,253,440	787,340
1896 .....	40,107,499	16,697,744	4,404,354
1897 .....	59,815,210	12,858,741	6,631,405
1898 .....	45,501,233	11,391,332	6,821,694
1899 .....	26,423,358	15,008,426	2,804,643
1900 .....	28,422,256	9,868,196	1,314,743



## Extracts from Canal Laws.

### CHAPTER 338.

AN ACT relating to canals, constituting Chapter Thirteen of the general laws.

Became a law April 20, 1894, with the approval of the Governor. Passed, three-fifths being present.

*The People of the State of New York, represented in Senate and Assembly, do enact as follows:*

\* \* \* \* \*

### CHAPTER XIII OF THE GENERAL LAWS.

§ 2. Definitions.—This chapter applies to the following canals:

1. The Erie canal, connecting the waters of Lake Erie with those of the Hudson river.

2. The Champlain canal, connecting the waters of Lake Champlain with those of the Hudson river.

3. The Cayuga and Seneca canal, connecting at Geneva and terminating near Montezuma, connecting the waters of Seneca lake with the Erie canal.

4. The Oswego canal, commencing at Syracuse and terminating at Oswego.

5. The Black River canal and Erie canal feeder, extending from the foot of the high falls in the Black river, in the county of Lewis, to the Erie canal at Rome, with a navigable feeder from the Black river to the summit level near the village of Boonville.

The term canal, as used in this chapter, includes all the side-cuts, feeders and other works belonging to the state connected therewith.

### ARTICLE III.

#### SUPERINTENDENT OF PUBLIC WORKS.

Section 20. Superintendent of public works.

21. Assistant superintendent.

22. Deputy superintendent,

**Section 23. General powers and duties of superintendent.**

24. Accounts of superintendent.
25. Powers with reference to railroads near the canals.
26. Duties of superintendent of repairs.
27. Advances to superintendent of repairs.
28. Monthly abstracts of disbursements of superintendent of repairs.
29. Police powers.
30. Administration of oaths by clerks and special agents.
31. Exemption of canal officers from arrest in civil actions.
32. Ineligibility to appointment on the canals.
33. Canal officers not to be interested in boats, contracts or hydraulic works.
34. Delivery of property upon discharge of employes.
35. Canada thistles and other noxious weeds on the banks of canals to be cut.
36. Commissioners of the canal fund to allow claims.
37. Claims for damages.
38. Electrical or other improved system of towage.

§ 20. Superintendent of public works.—The superintendent of public works shall be paid an annual salary of \$6,000 and all traveling expenses necessarily and actually incurred in the discharge of his duties. Before entering on the duties of his office, he shall execute an official undertaking in the sum of \$50,000, to be approved by and filed in the office of the comptroller, and to be renewed as often as the governor requires. The sureties on such undertaking and on the undertaking of the assistant superintendents and deputy superintendents shall be freeholders of this state.

§ 21. Assistant superintendents.—The assistant superintendents appointed by the superintendent of public works shall each be paid an annual salary of \$3,000, and all traveling expenses necessarily and actually incurred in the discharge of their official duties. Before entering on the discharge of the duties of his office, each assistant shall execute an undertaking in the sum of

\$20,000, to be approved by and filed in the office of the comptroller and to be renewed as often as the superintendent may require.

\*§ 22. Deputy superintendent.—The superintendent may appoint one of his clerks a deputy, to hold office during his pleasure, who may perform any of the duties of the superintendent, except those imposed upon him as a member of the canal board, and except the signing of drafts on the comptroller. Such deputy shall not receive any additional salary or compensation for the performance of such duties, and before entering on the duties of his office, he shall execute an undertaking in the sum of \$25,000, to be approved by and filed with the comptroller and renewed as often as the governor may require.

§ 23. General powers and duties of superintendent.—The superintendent of public works shall:

1. Have the general care and superintendence of the canals; enforce the faithful execution and observance of the canal law by all persons, and as a member of the canal board be entitled to one vote therein.

2. Assign an assistant superintendent to the charge of each of the three divisions of the canals, subject to his direction, supervision and control.

3. Employ such agents and other persons, except engineers, as he deems necessary to enable him to discharge his duties.

4. Fix the compensation for the services of all officers, clerks and employes appointed by him, whose salary is not fixed by law, and make and file with the comptroller a schedule of the compensation so fixed.

5. Enquire into the official conduct of all superintendents of repairs, lock-keepers and other subordinates, and receive and hear all complaints preferred against them.

6. Call on the state engineer for the assignment of an engineer, whenever the services of an engineer are required upon any portion of the canals undergoing repairs, or upon any construction or improvement work.

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\* (§ 22. Amended by Chap. 188, Laws of 1896.)

7. Provide all necessary tools, materials and labor for the construction, improvement, repairs or navigation of the canals and make payment therefor on or before the fifteenth day of the month following that in which the same is provided.

8. When construction or improvement work is ordered by the legislature or canal board, request from the state engineer the requisite survey, maps, plans, specifications and estimates, and on their adoption by the canal board, take measures for the execution of such work; and before contracting for any work, submit to the state engineer the maps, plans, profiles and estimates therefor.

9. Direct and cause to be made such ordinary repairs of the canals as he deems necessary, and such extraordinary repairs and improvements thereof as are ordered by the canal board.

10. Make all such canals, feeders, locks, dams, aqueducts and other works as he deems the construction of every canal authorized by law to require; and enter upon, take possession of and use all lands, streams and water, the appropriation of which for the use of such canals and works is, in his judgment, necessary.

11. Keep in complete repair all edifices and weighing scales built or purchased for the use of the canal, and, at such times and places as the canal board direct, erect further edifices or weighing scales and purchase ground necessary therefor.

12. Make all necessary rules and regulations for the safe and speedy navigation, protection and maintenance of the canals and the structures thereof, for the government of all employes under his control engaged in their construction, improvement, repair and navigation, and for the payment for tools, materials and labor; impose such forfeitures of money, not exceeding the sum of twenty-five dollars for each offense, as he deems reasonable for the breach of such rules or regulations and shall prosecute therefor in the name of the state and shall pay over all money received in such prosecution into the state treasury. He shall cause such rules and regulations to be filed with the comptroller and a sufficient number of copies thereof, specifying the forfeiture for the

breach thereof, to be printed and distributed to the assistant superintendents, superintendents of repairs and lock-keepers, to be kept in their respective offices for public inspection.

13. Permit, in his discretion, any person residing in the vicinity of any of the canals to cut, gather and haul away, for the domestic use of such person, ice from such canals whenever the same can be done without causing damage to the banks or other structures thereof.

14. Have charge of and exercise the same powers that he has as to other canals, over so much of the navigable waters of the Cayuga inlet as are necessarily used in connection with the canals; and cause such obstruction to be removed therefrom and such improvements to be made therein as may be necessary, from time to time, to keep the channel of such inlet of sufficient depth and capacity to admit the passage of any boat or water craft navigating the Erie canal.

15. Report to the legislature annually, on or before February fifteenth, the trade and tonnage transported upon the canals of the state during the preceding season of navigation, and within twenty days after the commencement of each annual session, the condition of the canals and the work and improvements connected therewith, the improvements and repairs made or contemplated during the past year, the amount of moneys received and expended during the same period, with recommendations of such measures in relation to the canals as in his judgment the public interests require.

§ 24. Accounts of superintendent.—The superintendent shall take duplicate receipts of all moneys advanced or paid by him and keep an accurate account of the recoveries in all actions brought by him, or under his direction, for the recovery of penalties or damages under this chapter and of the cost and expenses thereof; and after deducting such costs and expenses, pay over the remainder of such recoveries to the state treasurer and account for the same with the comptroller. He shall account and settle with the comptroller annually on or before October fifteenth for all moneys received by him by virtue of his office during the next preceding

fiscal year, and shall specify in his accounts the sums respectively paid by him to all contractors, agents and employes of every description employed on the canals and paid by him to all other persons having received compensation for damages; and the names of such persons and the amounts received by them respectively shall annually be reported by the comptroller to the legislature.

§ 25. Powers with reference to railroad near the canals.—The superintendent of public works shall have a general supervisory power over so much of any railroad as passes over any canal or feeder belonging to the state or approaches within ten rods thereof, so far as may be necessary to preserve the free and perfect use of such canals or feeders, or for making any repairs, improvements or alterations thereupon. No railroad corporation shall construct its railroad over or at any place within ten rods of any canal or feeder belonging to the state, unless it submits to the superintendent of public works a map, plan and profile of such canal or feeder and of the route designated for its railroad, exhibiting distinctly and accurately the relation of each to the other at all the places within the limits of ten rods thereof, and obtain the written permission of the superintendent of public works and of the canal board for the construction of such railroad, with such conditions, directions and instructions as, in his judgment, the free and perfect use of any such canal or feeder may require.

§ 26. Duties of superintendent of repairs.—Every superintendent of repairs shall be under the direction of the superintendent of public works, and especially of the assistant superintendent having charge of the line of the canal on which he is employed. Before entering on his duties he shall execute and file in the office of the comptroller an official undertaking in such sum and form as the canal board directs and with such sureties as the comptroller approves.

He shall, under the direction of the superintendent of public works or assistant superintendent, keep in repair such section of the canals and works and buildings connected therewith committed to his charge, and faithfully expend and account for all



moneys placed in his hands by the superintendent of public works, the comptroller and treasurer. At least once in sixty days he shall render an account of his receipts and expenditures to the comptroller, who shall audit the same, and if he neglects to render such account or his account rendered is not approved by the comptroller, the comptroller shall notify the superintendent of public works thereof, and no further advances of money shall be made to such superintendent and he shall be immediately removed from office. The assistant superintendent having charge of that part of the canal on which a superintendent of repairs is employed, or the superintendent of public works, shall certify upon every account presented by any such superintendent of repairs to the comptroller and before its approval by the comptroller, that he has examined the same, that the several disbursements specified therein were made upon the canal, under the direction of such assistant superintendent or the superintendent of public works, or were for repairs necessary to be made thereon, and that he believes such disbursements to be proper and reasonable, and to have been made as charged.

§ 27. Advances to superintendent of repairs.—No advance of money shall be made to a superintendent of repairs until he makes out a detailed statement in such form as the superintendent of public works prescribes, of the several proposed objects of expenditure upon the line of the canal under his charge, covering a period of two months.

The superintendent of public works or the assistant superintendent in charge shall indorse upon such statement or append thereto his allowance or disallowance of each particular object of expenditure named therein, or if he considers the sum estimated for any object or work excessive, the amount which in his judgment may be required for such work or object. When such estimates are filed in the office of the comptroller, the comptroller shall make advances thereon, not exceeding the amount approved by the superintendent or assistant superintendent. Every such superintendent of canal repairs shall apply the sums so advanced exclusively to the work or object named in the estimate for the

expenditure and approved by the superintendent of public works or the assistant superintendent of public works.

§ 28. Monthly abstracts of disbursements of superintendent of repairs.—Every superintendent of repairs, or officer on whom the duties of such superintendent devolve, shall, on or before the twentieth day of each month, publish in the entire weekly edition of a newspaper published in a county through which the section of the canal in his charge passes, located on the line of such section, or in the county of his residence, if possible, an abstract, in such form as the comptroller prescribes, of his official disbursements during the preceding calendar month, stating the name and residence of every person to whom he has paid money; the amount paid to each; if for labor, the number of days and the amount per day; if for material, the kind, quantity and price, and the tools and implements purchased, if any. Such abstracts shall be verified by the oath of such superintendent, and a duplicate thereof filed in the office of the clerk of the county in which he resides, and be open to the inspection of the public during office hours. The expense of such publication, not exceeding the legal rates allowed for the publication of the session laws in such county, may be included in the monthly abstract of such superintendent and paid in the same manner and upon like vouchers as his other disbursements and expenses are audited and paid. The form and manner of such publication may be prescribed by the comptroller and the expense of publication shall be determined and approved by him.

Immediately after the publication and filing of such abstract, the superintendent shall transmit to the comptroller a certificate, in the form prescribed by the comptroller, that the same has been published and filed as required by law and shall state therein the aggregate amount of the abstract.

§ 29. Police powers.—The superintendent of public works, deputy superintendent, each assistant superintendent, foreman of sections or lock-tender has all the authority of a peace officer, with a warrant, to arrest any person engaged in the commission of a crime affecting any of the canals, or any person whom he has

reasonable cause to believe has committed such crime; and shall forthwith take the person so arrested before any magistrate of the county within which the crime is committed, to be dealt with according to law.

§ 30. Administration of oaths by clerks and special agents.—The superintendent of public works may designate two clerks in the office of the superintendent in the city of Albany, one clerk in the office of each assistant superintendent in the three divisions of the canals, and one or more special agents in the department of public works, each of which upon filing his signature with the comptroller of the state, and his oath of office with the clerk of the county in which he resides, may administer oaths and take acknowledgments in any county of the state, in matters pertaining to canal business only, in which oaths and acknowledgments may be required to be taken, with the like force and effect as though taken before a notary public in the county where administered, but without fee or compensation therefor.

§ 31. Exemption of canal officers from arrest in civil actions.—Neither the superintendent of public works nor any assistant superintendent or deputy, superintendent of repairs, lock-keeper or other public officer employed upon or in charge of the canals, shall be liable to arrest or to be held to bail in any civil action for any act done or omitted to be done by him in the exercise of his official duties, nor be subject to military duty while actually engaged in their respective employments upon the canals, while the same are navigable.

§ 32. Ineligibility to appointment on the canals.—No person owning any hydraulic works dependent upon the canals for their supply of water or employed in or connected with any such works, or engaged in transporting property upon the canals, or owning or interested in boats navigating the same, shall be employed as a superintendent, lock-keeper, or otherwise upon the canals.

§ 33. Canal officers not to be interested in boats, contracts or hydraulic works.—No public officer or appointee connected with the care or management of the canals shall be interested in any hydraulic works dependent upon the canals for a supply of water,

or in any line of boats regularly navigating the canals, or either directly or indirectly in any contract on the canals as a contractor, surety, or otherwise, in his own name or in the name of any other person, or either directly or indirectly derive any benefit from the ordinary or extraordinary expenditures upon the canals, beyond his established compensation; or if any such officer or appointee shall, at any time, while holding such office or appointment, be or become so interested, or derive any such benefit, he shall forfeit his office or appointment, and be discharged therefrom, and such contract shall be void.

§ 34. Delivery of property upon discharge of employees.—Every agent, collector, lock-keeper or superintendent employed upon any canal and occupying any house, office, building or land belonging thereto, who is discharged from his employment, and the wife and family of every such person who dies in such employment, shall deliver to the superintendent of public works or to a person designated by him, the possession of the premises so occupied, and of all books, papers, matters or things belonging to the canals acquired by virtue of such employment, within seven days after a notice is served for that purpose by the superintendent or an assistant superintendent of public works. In case of a refusal or neglect to make such delivery, any justice of the peace in the county where such premises are situated, may, on application, issue his warrant, ordering any peace officer, with such assistance as may be necessary, to enter, in the day time, upon the premises so occupied and remove therefrom all persons found in possession thereof, and to take into his custody all books, papers, matters and things there found belonging to the canals, and deliver the same to the superintendent of public works or to some person designated by him, and such officer shall execute such warrant accordingly.

§ 35. Canada thistles and other noxious weeds on the banks of canals to be cut.—The superintendent of public works shall cause all Canada thistles and other noxious weeds, growing upon the banks and sides of the canals, to the width owned by the state, to be cut down twice in each year, once between the fif-

teenth day of June and the first of July and again between the fifteenth day of August and the first of September. If such thistles or noxious weeds are not cut down, any person may cut the same between the first and fifteenth days of July and the first and fifteenth days of September of each year at the expense of the assistant superintendent having charge of the division upon which such thistles and noxious weeds are so cut, at the rate of one dollar per day for the time occupied in cutting.

§ 36. Commissioners of the canal fund to allow claims.—The commissioners of the canal fund may allow claims for moneys paid by the superintendent of public works or an assistant superintendent or an officer or person employed by them, or in the engineer department of the canals, in the care, management, superintendence and repair thereof, for judgments recovered against them or any of them, in any action instituted for any act done by them, pursuant to the provisions of this chapter, or for costs and expenses incurred in such action, or in an action instituted by them or either of them under such chapter. Before allowing a claim, the commissioners shall examine into the circumstances under which such costs and expenses were incurred, or judgments recovered, and shall allow such claim or such part thereof as they deem reasonable, if satisfied that the officer or person making the same has been subjected to such costs, expenses or judgments, while acting in good faith in the discharge of his duty under a law of the state. The commissioners, in their discretion, may direct the attorney-general or employ other counsel to take all necessary steps to defend the interest of the state in actions and proceedings arising under the laws respecting the canals, or from the appraisement of damages thereon.

§ 37. Claims for damages.—There shall be allowed and paid to every person sustaining damages from the canals or from their use or management, or resulting or arising from the neglect or conduct of any officer of the state having charge thereof, or resulting or arising from any accident, or other matter or thing connected with the canals, the amount of such damages to be ascertained and determined by the proper action or proceedings before

the board of claims; but no judgment shall be awarded by such board for any such damages in any case unless the facts proved therein make out a case which would create a legal liability against the state, were the same established in evidence in a court of justice against an individual or corporation.

Neither the comptroller nor the commissioners of the canal fund shall pay any damages awarded, or the amount of any commutations agreed on for the appropriation of land or water, or for the erection of a farm bridge, until a satisfactory abstract of title and certificate of search as to incumbrances is furnished, showing the persons demanding such damages or commutations to be legally entitled thereto, which abstract and search shall be filed in the office of the comptroller.

§ 38. Electrical or other improved systems of towage.—The superintendent of public works may: (1) Designate or set aside such portions of the Erie canal as he deems expedient for experiments to test the efficiency, economy and practicability of devices offered for improving the present system of towage, by electrical or other means; (2) prescribe such regulations to govern the conduct of such experiments as he deems required to prevent damage to the canal or any appurtenance or interference with the traffic thereof; (3) authorize from time to time any person or corporation to construct, maintain and operate electric conductors for light, heat or power upon or along any canal on such terms and conditions not inconsistent with the public use of such canal as he approves; (4) in like manner contract for or permit the use of such light, heat or power upon any such canal, but not to create a charge against the state except against appropriations lawfully applicable thereto.

With the permission of the superintendent and subject to the regulations prescribed by him, and to his direction and control, any citizen of the state or corporation authorized to transact business in the same, presenting to such superintendent a device for improving such method of towage may erect, at his or its own expense upon the portion of a canal designated for that purpose and upon state lands, such temporary buildings or other struc-

tures, with necessary machinery, and raise and temporarily maintain such poles along such canal and string wires thereupon as are necessary to test the efficiency, economy and practicability of such device.

## ARTICLE V.

### APPROPRIATIONS OF LANDS AND WATER.

#### Section 70. Entry upon lands.

71. Permanent appropriation for repairs.

72. Temporary appropriation for repairs.

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77. Supplying deficiencies of waters.

78. Awards, how distributed in cases of liens or incumbrances.

Section 70. Entry upon lands.—The superintendent of public works may enter on, take possession of and use any lands, structures and waters, the appropriation of which for the use of the canals and the works connected therewith, and for the execution and completion of any repairs or improvements directed by the canal board or legislature to be made, shall in his judgment be necessary. An accurate survey and map of all such lands shall be made by the state engineer and certified by him to be correct, and the superintendent of public works shall indorse thereon or annex thereto a certificate stating that the lands described therein have been appropriated for the use of the canals of the state, and such map, survey and certificate shall be filed in the office of the state engineer. The superintendent of public works shall thereupon serve upon the owner of any real property so appropriated a notice of the filing and the date of filing of such map and survey, and specifically describing that portion of such real property belonging to such owner, which has been so appropriated, and from the time of such service, the entry upon and appropriation by the state of the real property described in such notice, for the uses and purposes of the canals, shall be deemed complete, and such notice shall be conclusive evidence of such entry and appropriation and of the quantity and boundaries of the lands appropriated.

The superintendent may cause duplicates of such notice, with

an affidavit of due service thereof on such owner, to be recorded in the books used for recording deeds in the office of the clerk of any county of the state where any of the property described therein may be situated, and the record of such notice and of such proof of service shall be evidence of the due service thereof.

§ 71. Permanent appropriation for repairs.—Whenever in the judgment of the superintendent of public works any of the earth structures of the canals of the state should be raised, widened, strengthened or otherwise improved, he may enter upon and permanently appropriate to the use of the state so much of any lands adjacent to the canals as may be necessary to provide earth and gravel for such purposes.

Claims for damages by reason of any such appropriation may be adjusted and paid by the superintendent, if the amount thereof can be agreed upon with the owners of the lands appropriated, but such amount shall not be paid out of the treasury unless the canal board shall approve thereof.

§ 72. Temporary appropriation for repairs.—Whenever the navigation of any canal is interrupted or endangered, the superintendent of public works shall, without delay, repair the injury causing or threatening such interruption, and for that purpose he may, by himself or by his agents, enter upon and use any contiguous lands, and procure therefrom all such materials as in his judgment are necessary or proper to be used in making such repairs, and agree, subject to the approval of the canal board, with the owners of the property so appropriated upon the amount of damage to be paid him therefor.

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§ 77. Supplying deficiencies of water.—Whenever the navigation of any canal is endangered by reason of a deficiency of water, the superintendent of public works shall, without delay, supply such deficiency. For that purpose, he shall resume the temporary sustained by him thereby, subject to the approval of the canal where such deficiency exists. If there be still a deficiency of water, he may enter upon and use all lands, streams and waters, which, in his judgment, may be necessary or proper to be used to procure a temporary supply of water for such canals. The super-



intendent may agree with the owner of any property used for temporary purposes under this section, on the amount of damages sustained by him thereby, subject to the approval of the canal board, but no damages shall be allowed in any case for resuming the use of any leased surplus waters.

§ 78. Awards, how distributed in cases of liens or encumbrances.—When damages are awarded for the appropriation of any lands or water to the use of a canal and it appears that there is any lien or encumbrance on the property so appropriated, the comptroller may deposit the amount awarded in any bank, in which moneys belonging to such fund may be deposited, to the account of such award, to be paid and distributed to the persons entitled to the same as ordered by the supreme court on application of any person.

## ARTICLE VIII.

### CONTRACTS.

Section 138. When certificate of superintendent of public works required.—Except in case of a sudden break or breach in the canal during navigation, requiring immediate action before the superintendent of public works or assistant superintendent in charge can be consulted, no superintendent of canal repairs shall contract for the purchase or delivery of tools, implements, materials, boats or other matters or things to be used in the repairs of the canals, unless the superintendent of public works or such assistant superintendent make a certificate designating the number and quantities with the prices to be paid therefor. A superintendent of repairs violating any provision of this section or applying any money received on a detailed estimate by him to any object, work or purpose, other than as specially mentioned or described in such estimate, shall be removed from office.

## ARTICLE IX.

### NAVIGATION.

Section 160. Definitions of "float" and "master."

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Section 160. Definitions of "float" and "master."—The term "float," in this article includes every boat, vessel, raft or floating thing navigated on the canals or moved thereupon, under the direction of some person having the charge thereof; and the term "master" includes every person having for the time the charge, control or direction of any such float.

§ 161. Statistics to be furnished.—The master of any boat or float shall, on the request of any person designated by the superintendent to procure the statistics required to be reported by him to the legislature, deliver to such person a true statement of the quality and description of the lading of such boat or float, specify-

ing the place from which it departed and to which it is destined. Such master may have such boat or float and its load weighed at some weigh-lock selected by the superintendent and duplicate reports of such weights shall be furnished to him on payment of such reasonable fee, to be fixed by the superintendent, as will reimburse the state for the actual expenses thereof, and the superintendent may at any time require any such boat or float and its load to be so weighed. Any such master who refuses to comply with any provision of this section shall forfeit to the people of the state the sum of twenty-five dollars, to be collected by any person designated to collect such statistics, and paid to the state treasurer.

§ 162. Registry of canal boats.—The owner of every boat navigating the canals shall deliver to the officer or person designated by the superintendent of public works to receive the same when the first clearance of the boat is demanded, a certificate of registry containing the name of the owner, his residence, the name of the boat and of the place where it is owned, which shall be signed by the owner, if a resident of this state, if not, by the master of the boat as the owner thereof.

If the master of a boat of which the owner resides out of the state is changed after the delivery of such certificate, the new master shall sign and deliver a proper certificate of registry to the officer or person so designated. The officer or designated person receiving a certificate of registry shall execute and deliver to the master of the boat an acknowledgment of the receipt thereof, and without delay transmit the certificate to the superintendent of public works.

The superintendent of public works shall make a registry of all boats navigating the canals, which shall be kept on file in his office and be open to public inspection during office hours. The name of a registered boat shall not be changed without the order of the superintendent of public works.

If a resident of the state produces to the superintendent of public works due proof of the transfer of a registered boat, and delivers to him a new certificate of registry, he shall change the registry of the boat to correspond with the new certificate.

The superintendent of public works shall, from time to time, transmit to the several collectors of canal statistics a certified copy of the registry of boats in his office and of the several changes made therein.

§ 163. Clearances and ownership.—No clearance shall be granted to any boat, unless the officer or other person, of whom it is required, have evidence that it is duly registered; or if it be not registered, until the master thereof delivers to such officer or person a proper certificate of registry, or exhibits to him the receipt of some other authorized officer for such certificate.

Each boat shall have a separate clearance, and no part of the cargo shall be cleared to a place beyond that to which the boat is cleared.

No boat shall receive a clearance or be permitted to pass on any canal which has not the name thereof and of the place where it is owned, corresponding to its certificate of registry then in force, printed in a conspicuous and prominent part on the outside of the boat in letters of at least four inches in height.

For the purpose of conforming to the rules and regulations for the navigation and maintenance of the canals, the person named in the certificate of registry as the owner of a boat shall be deemed its owner, and every owner of a boat who changes its name from that stated in the certificate, without the order of the superintendent of public works, and every master who enters or reports a boat at any office by a different name than that stated in the certificate, shall for every such offense forfeit to the state the sum of twenty-five dollars.

§ 164. Bills of lading.—A bill of lading containing a just and true account of all property conveyed in any boat upon a canal, signed by the master of the boat and by the consignor of the property, and stating the names of the places upon the canal where any portion of the property was shipped, of the place for which it is intended to be cleared, the names, description and weight of all the articles of such property, or the number of such articles and the number of feet of each article if bought or sold by the foot shall be exhibited by the master of the boat to any collector of

canal statistics requiring the same and to any officer or person of whom a clearance is required, and to every officer or person designated by the superintendent of public works for that purpose, at a place where any portion of the cargo is unladen or any additional cargo received, or if there is no such officer or person at such place, to such officer or person whose office shall be next in order in the course of the voyage. If there be no such officer at the place where any article is laden, nor at the place of their delivery, nor at any intermediate place, the master of the boat shall within ten days after the delivery of such articles exhibit the bill of lading thereof to such officer or designated person whose office shall be nearest to the place of such delivery, and every master omitting to exhibit such bill within such period, shall, for every offense, forfeit to the state the sum of twenty-five dollars.

Every officer or person receiving a bill of lading may require the master exhibiting it to verify it by his oath. No clearance of a boat or cargo shall be granted or issued by any officer or person except upon the production to him of a bill of lading as herein required.

§ 165. Regulations with respect to clearances.—No boat shall proceed beyond the place to which it is cleared, nor unload any of its cargo, before or after its arrival, at the place from which such articles are cleared, nor proceed beyond such place until the master thereof delivers the clearance of such boat or articles to the officer or person designated by the superintendent of public works to receive the same, at the place for which they are cleared, or if there be no such officer or person at such place, to the last officer or person designated for that purpose, whose office shall be passed by the boat in the order of its voyage, and receives a permit from such collector to proceed to the place to which it is cleared.

Every master omitting to deliver a clearance to the officer or person to whom it ought to be delivered shall forfeit to the state the sum of twenty-five dollars.

§ 166. Copies of clearances.—Every officer or person issuing a clearance or with whom a clearance is filed shall, when requested,

give a certified copy thereof, with any additional cargo entered thereupon, and the several endorsements, if any, which certified copy shall have the same validity and effect as the original clearance of which it is a copy. Every such person or officer shall demand and receive for such certified copy, not exceeding two folios, six cents from the person requesting the same, and fifteen cents for all copies exceeding two folios, and shall account to the comptroller for all moneys which shall be so received, at such time and in such manner as the superintendent of public works shall direct.

§ 167. Assignment of berths for loading or unloading.—An officer or person designated by the superintendent of public works for that purpose, and, if no such officer or person be present, any canal superintendent or superintendent of repairs may assign berths to all boats while loading or unloading at any landing place upon a canal and determine disputes concerning the same.

§ 168. Name of mortgaged canal boat not to be changed.—The superintendent of public works shall not grant permission to change the name or hailing place of any canal boat, steam tug, scow or other craft navigating the canals, on which there is an existing lien or mortgage filed in the comptroller's office, unless it shall be necessary to make the name or hailing place conform to the United States custom house regulations, by reason of a change of name, after having been registered at the custom house; and any boat, steam tug, scow, or other craft found navigating the canals of this state, the registered name or hailing place of which shall have been changed without the written permission of the superintendent of public works, shall, upon due proof thereof, be subject to a penalty of not less than fifty dollars nor more than three hundred dollars.

§ 169. Speed and meeting of boats and preference in passing.—No float shall move in any canal faster than at the rate of four miles an hour without a permission in writing from the superintendent of public works; except that upon any of the enlarged canals, a boat may move at a rate of speed not exceeding six miles an hour, to be fixed by the superintendent of public works.

The master of a float meeting another float, shall turn to the right, so as to be wholly on the right side of the center of the canal.

The master of a float going from the navigable waters of the Hudson river, approaching any place in a canal less than thirty feet wide upon the surface, or which will not safely permit its passing another float approaching the same place, shall stop at such distance from such narrow place as may be convenient for the floats going towards such navigable waters to pass through such place, and there wait until such passage is effected.

When a boat used chiefly for the conveyance of persons overtakes any other float not used chiefly for that purpose, the master of the latter shall give to the former every practicable facility for passing, and, if necessary, shall stop until the former has fully passed.

When any boat propelled or towed by steam, meets or overtakes a boat or float not so propelled or towed and not waiting its turn for lockage, the master of the latter shall turn out so as to allow the former to pass on the berme side of the canal.

Every master or boatman violating any provision of this section shall, for each offense, forfeit to the state the sum of ten dollars.

§ 170. Passage of locks.—Every float within one hundred yards of a lock, if upon the same level that the water in the lock then is, shall be permitted to pass the lock before any other float not upon the same level. Questions as to which of two or more floats may first pass through a lock shall be determined by the lock-keeper, and the passage made in the manner and order directed by him.

The owner, master or navigator of any float, refusing to conform to any such determination of a lock-keeper, or who detains or unnecessarily hinders the passage of any float through a lock, in violation of any provision of this section, shall, for each offense, forfeit to the state the sum of twenty-five dollars.

§ 171. Prohibition of use of setting poles; knife on bow.—No person navigating any canal shall use any setting pole or shaft, pointed with iron or other metal. No covered or decked boat

shall navigate any canal without a knife or sharp metallic instrument so affixed upon the stem or bow of the boat as to cut apart any tow rope which might otherwise pass over such bow.

Every owner or master of a boat failing to comply with any provision of this section shall, for every such failure, forfeit to the state the sum of twenty-five dollars.

§ 172. Obstruction of navigation.—A person who obstructs the navigation of a canal by the improper mooring, management or conduct of a boat or floating thing, or by sinking a vessel, timber, stone, earth or other thing to the bottom thereof, or by placing any obstruction upon the towing path thereof, or on the bank opposite the towing path, shall forfeit to the state the sum of twenty-five dollars for every such obstruction.

§ 173. Seizure of obstructions.—The superintendent of public works, his assistants, deputy and every superintendent or agent employed upon the canals may seize all boats, rafts, logs or any floating or sunken thing found in a canal, or any article not under the care or charge of any person, found upon the tow-path thereof and sell the same at public auction after giving ten days' written notice of the sale, conspicuously posted at two public places nearest to the place where such boat, logs, floating or sunken thing or other article is found, unless before the time of sale the owner of the article appears and claims the same and pays the cost of seizure and expenses of removal.

The avails of such sale shall be accounted for by the officer making the same to the commissioners of the canal fund, who may, on the application of the owner and due proof of ownership, pay over such proceeds to him after deducting the forfeiture and all costs and reasonable charges thereon.

If the navigation of a canal is interrupted or endangered the superintendent of public works may cut up, destroy or remove any canal boat, vessel or other thing in or partly in the canal, and, if the same is in the canal without the fault of the owner, the damages sustained by him in consequence of such destruction shall be paid to him, and if the superintendent is unable to agree with the owner as to the amount of such damages, they



shall be ascertained and determined in the same manner as damages for the temporary appropriation of lands for the repairs of the canals.

§ 174. Unlawful conversion of personal property by boatmen.—If a boatman or any person on board of a boat upon any canal takes, without right, any rails, boards, planks, staves, firewood or fencing posts from the banks or vicinity of the canals, the master of the boat shall forfeit to the owner treble the value of the property taken, and possession on board the boat shall be presumptive evidence of the taking. A person or boatman violating any provision of this section shall forfeit twenty-five dollars to any person who will prosecute therefor.

§ 175. Wharves and basins.—No person without the written permission of the superintendent of public works or an assistant superintendent in charge, shall construct any wharf, basin or watering place in any canal, or make or apply any device for the purpose of taking water from a canal. Every wharf, basin, watering place or device constructed with such permission shall be held during the pleasure of the superintendent of public works and be subject to his control.

Every person constructing any such wharf, basin, watering place or device without such permission, or neglecting or refusing to conform to the direction of the superintendent granting the permission, shall for each offense forfeit to the state the sum of twenty-five dollars, and the superintendent of public works may remove or destroy the construction illegally made at the expense of the person making it.

§ 176. Prohibition against driving on tow-paths or faster than a walk over bridges.—A person, not engaged in towing a boat or other float upon or conveying articles unladen or to be laden from or to a canal, who leads, drives or rides any horse, ox, mule, ass or other cattle upon the towing path of a canal or upon the bank opposite to such towing path, within the blue line of the canal, shall forfeit to the state the sum of five dollars. This provision shall not apply to a person authorized by any canal superintendent or canal contractor to enter upon the towing path or

banks opposite thereto for the purpose of examining or repairing the same. Whenever any canal or canal feeder is constructed through or upon any lands so as to render such lands inaccessible from a highway, except by the erection of a bridge over such canal or feeder, the owner or owners of such lands, on permission being obtained from the superintendent of public works, may use so much of the towing path or the banks opposite thereto, or the banks of any feeder, as may be necessary to pass to and from such lands to a public highway, without damage to such banks or interference to navigation. Such use shall cease whenever the state or local authorities construct suitable bridges over said canals and feeders, enabling such owners to pass to and from such lands to a public highway.

A person who leads, rides or drives any horse or mule faster than a walk over any bridge belonging to or under the control of the state, over any canal, canal feeder, stream or river thereof, or drives any cattle across any such bridge at a faster rate than a walk, or permits more than twenty-five cattle to be upon such bridge at any one time, shall forfeit to the state the sum of fifteen dollars, to be sued for by the superintendent of canal repairs, and when recovered to be accounted for by him to the commissioners of the canal fund.

§ 177. Quantity of water to be taken into level; waste-weirs.—No more water shall be taken into any level of any canal than shall be sufficient to supply such level during the days of the greatest business, and to supply any other level of the canal or other public work of the state dependent upon such level for a supply of water.

Every waste-weir upon the same level as the canal shall be constructed as nearly as may be consistent with the safety and convenience of the canals, of the same height, but in all cases so as to leave a depth of at least four feet of water in the level; and at least one waste-gate shall be constructed as nearly opposite to the mouth of every feeder taken into the canal as the convenient discharge of water will permit.

§ 178. Regulations relating to the harbor at Whitehall.—The inspector and measurer of lumber and of boats and their cargoes at Whitehall, in the county of Washington, shall regulate and station all vessels, boats, rafts and other craft in the harbor of Whitehall, within the corporate limits of the village of Whitehall, and from time to time remove such vessels, boats or other craft as may not be employed or detained in discharging or receiving cargoes or loading, to accommodate other vessels, boats or other craft to load or unload; prevent all vessels, boats or other craft from obstructing for an unreasonable time the entrance of boats, rafts or other craft into the Champlain canal at Whitehall, and determine how far and in what instances the masters and others having charge of such vessels, boats, rafts or other craft shall accommodate each other in their respective situations and locations in such harbor.

A master or other person having charge or control of any vessel, boat or raft within such limits, who neglects or refuses to obey the lawful direction of such inspector, or a person who resists or opposes him in the execution of his duties shall, for every such offense, forfeit and pay to the people of the state the sum of twenty-five dollars.

§ 179. Liability of boat for penalties; detention and sale thereof.—Every penalty and forfeiture prescribed by this article against the owner, master, boatman, navigator or other person having charge of any float, when incurred, shall be chargeable on such float, and an action for the recovery thereof may be brought against any person in the possession or having charge thereof at the time when it is commenced; and any court or judicial officer issuing the process for the commencement of such an action, may, by a clause to be inserted therein, direct the officer executing the same to detain such boat or float and the furniture and horses belonging thereto until such action is determined, or until adequate security is given for the payment of any judgment recovered. If such security be given, or the defendant in the action prevail, such court or officer shall order the boat

or other float and property detained to be released. If no such security be given, and a judgment be recovered for such penalty or forfeiture, and not immediately paid, an execution shall be issued under which the property so detained may be sold in like manner as if the judgment had been obtained against the owner thereof.

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